



# The China Mail

ESTABLISHED 1845

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 10½.

No. 27,725 HONG KONG, THURSDAY, FEBRUARY 19, 1931.

PRICE \$3.00 Per Month.

## WHAT "PIRACY" MEANS.

Local Jurisdiction Problems.

"HUNG AT THE YARD ARM."

The very knotty problem of what constitutes piracy on the high seas, and under what jurisdiction it comes, particularly in British Colonies, was the subject of a prolonged legal discussion at the Assizes this morning.

The case is the one in which twelve men are arraigned before the Acting Chief Justice (Mr. J. R. Wood), on three charges of piracy or attempted piracy of a Hong Kong cargo junk, of Pedro Blanco, on January 4 last.

The discussion was initiated by Mr. Hin-sing Lo, counsel for the defence, who intervened before pleading, asking that all three indictments, and particularly the third, "that they attacked the junk with intent to steal it," be quashed.

His Lordship thereupon directed the assembled jurors to return in the afternoon, Mr. Lo going on with his legal argument.

"Unwarranted" Counts.

Mr. Lo submitted that the whole of the counts were unwarranted and unprecedented, either by Statutory Law, or by any Law of Nations. Many opinions had been formed by jurists in the past which did not warrant the framing of the present indictments.

Piracy, said counsel, was merely a sea term for robbery. That was the essential thing. And it meant robbery in the sense that it must be proved in the same way as robbery on land.

Further (and here counsel quoted various authorities), the crime could not be held to be piracy *jure gentium*, unless there were proof of violence, or definite evidence of the ship attacked being taken away for purposes of depredation. It had been held that "in modern times a case could not be treated as piracy unless it were proved that the ship was carried off, and taken from control of her lawful owners."

"Loitering" at Sea.

It had been added by the same jurist, however, that any man-of-war would be entitled to treat any ship as a pirate if there were evidence that it was frequenting the seas for the purpose of robbery. With this latter portion of the finding, counsel was not entirely in agreement.

But even if the man-of-war seized such a ship, as in the present case, what law could it be charged under? "There is no law of nations, nor any statute to the effect," counsel declared. "Nor can such a ship be charged with 'loitering' on the high seas in the same way that a charge can be brought for 'loitering' on land."

Mr. Lo contended, therefore, that the Crown was obliged to prove that part of the finding in which it was laid down as essential to the case that the attacked ship should have been seized and robbed.

**Robbery Must be Proved.**

Counsel expanded his argument into a contention that robbery on the high seas meant a robbery committed in such a manner as to coincide with what would constitute a felony on land. In any case, the Crown would have to prove the fact of robbery, whether His Lordship held the present charge to be a proper one of piracy *jure gentium* or not. "In order to bring these twelve men within the jurisdiction of this Court, the Crown must absolutely prove robbery. Nothing short of that will do to prove piracy," he said.

Piracy, Mr. Lo reiterated, must be robbery in the sense of robbery ashore. It did not mean the misdemeanour of thieving or larceny, but taking away by force of arms and violence.

**No Proof.**

"There is no proof of piracy *jure gentium* in this case," he concluded. "And even if it is proved it could not be tried in this Court."

Mr. Somerset Fitzroy, replying for the Crown, said that the counts as framed were sound. He claimed there was sufficient matter in them to constitute prior to a trial that a crime had been committed such as to amount to a statutory piracy.

Mr. Fitzroy then went on to address the Court upon the question of jurisdiction upon pirates so entering the Colonies, tracing the afternoon.

## EDUCATION BILL REJECTED.

Government Unlikely to Resuscitate It.

### TREMENDOUS SAVING.

London, Yesterday. The House of Lords to-day rejected the second reading of the Government's Education Bill. The division resulted:

Against ..... 168  
For ..... 22

Majority ..... 146  
Substantial Saving.

The Government is not expected to endeavour to resuscitate the Education Bill, the operation of which is already rendered remote by Mr. Scarr's amendment, as agreement between the religious bodies has persistently eluded the negotiators.

By its rejection Mr. Philip Snowden will save a substantial sum, beginning at £500,000 annually and rising later to £9,000,000.—Reuter.

[In the House of Commons on January 21 the Government were defeated by 282 votes to 249 on an amendment to the Education Bill moved by the Labour Member, Mr. J. Scarr, demanding that the Bill should not operate until aid was extended to non-provided schools. Mr. MacDonald subsequently announced that the Government would not treat the defeat as vital, as no principles were involved if the Government accepted the amendment. The House of Commons passed the third reading of the Education Bill by 266 votes to 238. On December 3 the House of Commons passed an amendment postponing the operation of the School Age Bill to September, 1932.]

## LOUIS WOLHEIM.

### DEATH OF FAMOUS FILM ACTOR.

"KATZINSKY."

Los Angeles, Yesterday. The death has occurred, after a short illness, of Mr. Louis Wolheim, the film actor.—Reuter's American Service.

[Louis Wolheim, who was about 50 years of age, was one of the greatest character actors of the screen, second only, perhaps, to the late Lon Chaney, whom he resembled in facial ugliness.

Owing to the resounding cast of his features, which, by a paradox, however, were capable of a strange expression of tenderness, he was often chosen to fill criminal roles. His greatest achievement was considered to be his part as Katzinsky in the talking-film version of Erich Remarque's war novel, "All Quiet on the Western Front," which was shown in the Queen's Theatre in December.

Louis Wolheim first

attracted notice by his creation of the role of Captain Flagg in the stage production of "What Price Glory," and for his screen characterisations. He gave a brilliant performance as the old lag in "Condemned," in which he played with Ronald Colman.]

Six hundred men are employed in the new central heating development of the Northern Public Service Corporation, at Winnipeg, says a report of the Industrial Development Board of Manitoba. The payroll runs to about \$20,000 weekly.

history of such jurisdiction over several centuries. He quoted the Admiralty Offences Colonial Act of 1849 as to powers in such cases conferred upon Colonial Courts.

After some further discussion, His Lordship enquired what would have been the parallel offence locally in Hong Kong to the first count in the present case.

Counsel submitted that it would be assault, and he relied upon that to prove the Crown's charge of "attacking."

Dealing with a point brought up by Mr. Lo, in connection with piratical attack which were beaten off, Mr. Fitzroy quoted an old judgment which averred that in the event of pirates making an attack on a ship, and being repulsed, they could not only be seized, but could be hung at the "yard arm."

Mr. Fitzroy then went on to address the Court upon the question of jurisdiction upon pirates so entering the Colonies, tracing the afternoon.

## LINKING AFRICA BY AIR ROUTES.

New Service to Web the Continent.

### TO OPEN NEXT WEEK.

Rugby, Yesterday. The first time-table for the North African section of the 8,000 miles Imperial Airways Britain-South Africa route, which opens on February 26, was issued to-day. This addition to the Empire air routes extends for 2,670 miles from Cairo on the Nile to Khartoum, and thence via the great Lakes to Mwanza in Tanganyika, and will connect Britain by air with the Soudan and Central and East Africa, and bring India, Persia, and Iraq into direct air communication with North-Eastern Africa.

Specially designed multi-engined air liners and flying boats built in Britain have been flown to Africa for use on this route. From Cairo to Khartoum a service will be operated by triple-screw Armstrong Siddeley air liners and from Khartoum onwards into the heart of Africa by great short all-metal flying boats, each driven by three Jupiter engines developing a total of 1,500 horsepower. Flying boats will use the rivers and the great lakes along the route as a natural alighting area.—British Wireless Service.

## FIVE ACCIDENTS.

### FERRY PASSENGER'S FOOT CRUSHED.

### FALL FROM VERANDAH.

The Government Civil Hospital received no fewer than five accident cases during the past two days.

Eager to get off a Yaumati Ferry launch, before it had docked properly at the Hong Kong wharf, Wong Ching-cheung (23), stated to be living at 14, Temple Street, had his left foot crushed between the vessel and the wharf.

Yau Chukwan (32) received injuries to his head when he accidentally fell out of bed at his house at 22, Aberdeen Street. His condition is reported to be serious.

In the course of hanging clothes out to dry Ho Siu-sang (26), a married woman, accidentally fell from the second floor verandah of 44, Johnston Road, and suffered internal injuries.

Stated to have acted strangely on board the J.C.J.L. Steamer Tjikkerang, and to have refused to take any food, Cheung Chai (58), a passenger, was removed to hospital for observation.

Chung Yue (48) was taken to hospital by his wife, after he had collapsed on the first floor of 70, Third Street. He had just finished his evening meal. It is stated that he had been sick for some time.

## TIENSIN REDS.

### TO BE TRIED BY COURT MARTIAL.

Peking, Yesterday.

Nineteen of the alleged Communists arrested in Tientsin on February 11 have been brought to Peking, where they will be tried by a court martial, which the headquarters of the Garrison Commander is setting up for that purpose.

They include several young women.—Reuter.

## FATAL ACCIDENTS.

Two fatal accidents were reported to the Police during the holidays.

The body of a boy named Ku Yee Fo (18), residing at 11, Peral Street, was removed to the mortuary after he had accidentally fallen from a ladder on which he was climbing to a cockpit. He injured his head, and died before he could be taken to hospital.

The second case occurred in the Wing Cheung Tea Shop, 38, Wan-chai Road, where a boy, Wong Kai Lui (89), suddenly collapsed and died.

## CHOPPERS IN A FREE FIGHT.

Sequel to a Gambling Quarrel.

### PRISON SENTENCES.

Rugby, Yesterday. Two partners of a fish stall in the Kung Chung market, Fung Yiu and Lai Man-on, appeared before Mr. Butters at the Kowloon Magistracy this morning charged with assaulting Ip Shiu, an electrician employed by the Hong Kong Electric Co.

The fracas, which took place outside the Kung Chung market at midday yesterday, was stated to be the outcome of a gambling quarrel. The complainant said that he was walking in Bowring Street with a friend when Lai Man-on dashed

out of the market with a chopper in each hand, closely followed by Fung Yiu and another man.

First accused then handed a chopper to each of his two companions, and a chase ensued, ending in the complainant being struck in the back with a chopper. Fortunately the wound was only superficial.

The first accused denied handing the choppers and said that he saw his foil being chased by complainant and several others. The foils rushed into the market and seizing two choppers went out again to grapple with his pursuers. Accused then ran out to stop the fight.

The second accused said that he and the foils were in a gambling house, and the foils was assaulted and had to run away. He was chased by complainant and others. Later he followed, but he denied taking any part in the quarrel.

Another foil of the stall gave evidence that he saw the pursued foil enter the market and pick up a chopper.

His Worship imposed three months' imprisonment on each of the two accused.

### RAIN AND FOG.

To-day's weather report from the Royal Observatory states:

The anti-cyclone has weakened and is now central over the Yellow Sea.

Moderate monsoon prevails along the S.E. Coast of China and over the N. China Sea.

Forecast:—N.E. winds; moderate; overcast; some light and fog.

1.05 inch against an average of 2.53 inches—deficit 2 inches.

### Rainfall.

Rainfall to 10 a.m. to-day nil. Rainfall since January 1, 0.48 inch, against an average of 2.53 inches—deficit 1.75 inches.

The temperature at certain specified centres this morning at 6 o'clock was:

Hong Kong ..... 56

Pratas Island ..... 70

Manila ..... 67

Foochow ..... 50

Amoy ..... 50

Swatow ..... 50

Ukafon ..... 50

Shanghai ..... 56

Total ..... \$344,421.76

To pay a dividend of 30 cents per share on the old shares ..... \$120,000.00

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To pay a dividend of 250 per share on 450,000 shares ..... \$1125,000.00

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To carry forward to next account ..... 142,857.32

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Saskatchewan produced 550,000 pounds of honey last year, or 150,000 pounds more than the 1929 production.

This is the first time in the history of the province, he adds.

He was immediately rushed to the Kowloon Hospital, but on arrival life was pronounced extinct.

Foreign coal will be used.

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## ROUND THE CINEMAS

WILLIAM HAINES AS A  
COWBOY.

"WAY OUT WEST."

It's a far cry from the grim role of "Dead Legs" in "Kengo" to the part of a rollicking cowboy in a Western comedy. But this is the gamut of the varied career of Charles Middleton who created the character of the paralytic villain in the stage hit.

Middleton has the role of Buck, cowhand foreman, in "Way Out West," William Haines' first appearance in a drama of the West, now showing in the Queen's Theatre.

It is a comedy romance of a circus graftor who joins a cattle outfit.

Leaving the stage to play the district attorney in "The Bellamy Trial," Middleton has since appeared in a number of pictures. In common with Haines, "Way Out West" is his first Western role incidentally, the picture is also his first comedy directed by Fred Niblo in seven years.

Lila Hyams, who was last seen opposite Haines in "The Girl Said No," again has the feminine lead. Others in the cast include Polly Moran as a screamingly funny cook; the imitable Cliff Edwards, Francis X. Bushman, jun., Vera Marsh, Jack Pennie, Buddy Roosevelt and Jay Wilsey. The story is the joint work of Byron Morgan and Alfred Block with Joe Farnham contributing the humorous dialogue.

"THE BIG POND"

Maurice Chevalier, the big hansom boy from Paris, whose followers are legion, scored a knock-out with audiences in the Central Theatre yesterday when he appeared in his third American-made picture, Paramount's "The Big Pond," a comedy-drama with music.

There is something about this exuberant survivor of gay songs and witty dialogue that just lifts him miles above his fellow-stars of the films. No matter what the role he essayes, he always gives it his best and lifts it up to the grandest heights of amusement value.

In "The Big Pond" the fascinating Maurice is seen and heard, of course, as a young Frenchman of poor but honourable family who is suddenly projected into American business. As a guide to a party of Americans in Venice, Maurice becomes enamoured of Claudette Colbert, daughter of an American chewing gum manufacturer. Her father and her rival, seeing Maurice as a fortune-hunting "foreigner," concoct a scheme to make him regret that he ever planned to visit the States. They offer him a job in the gum factory. Maurice accepts and shortly afterward finds himself doing the toughest tasks in the plant. But the plot to make his work disagreeable and thus dislodge him in the eyes of Claudette, goes away, for the plotters had not calculated on the ambition and genius of Maurice.

The luckless fellow, makes the best of his surroundings, and, by a happy twist of fate, rises from the ranks. He becomes a power in the factory and gains renown when he writes advertising lyrics, exploiting the gum, for a love song he used to sing in Paris. Of course he wins Claudette, by applying high-pressure business tactics to his romantic cause.

"You Brought a New Kind of Love to Me" is the hit song of the production. It is bound to become one of those tunes that everybody hears everybody else whistling. Maurice sings it several times, along with other melodies almost as catchy.

Claudette Colbert, heading the support, is exquisite. She is forging ahead rapidly in the field of screen favourites. Others who give splendid character portrayals are George Barbier, Frank Lyon, and Marion Balou.

"THE GOLDEN CALF"

A highly successful song writer who cannot read a note of music.

Strange as it seems, that's Jimmy Monaco, who, with Cliff Friend, wrote all the song hits in "The Golden Calf," spectacular Fox Movietone comedy with music, coming on Sunday to the Queen's Theatre.

Monaco was born with music in his soul. He started out to earn a living as a cartoonist, but he could not get his mind off music. He traded his drawing tools for a piano and began to turn out songs that were sung and hummed and whistled all over the world.

Some of his more famous songs are "Dirty Hands, Dirty Face," "Through," "Me and the Man in the Moon," "Me and the Boy Friend," "Roll, Roll, Roll," "You Know You Belong to Somebody Else," and many others.

For "The Golden Calf" he and Friend wrote "You Gotta Be Modernistic," "Maybe Someday," "Can I Help It If I'm In Love With You," "Telling the World About You,"

## RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 355 metres:

5-58 p.m.—European Programme of Victor Records.

5-54 p.m.—Variety.

Orchestra—Silver Moon.

Paul Whiteman and His Orchestra (2050).

Humorous Song—*I'm Only Making Believe*.

Welcome Lewis (22128).

Song—*The Little Old Log Cabin* in the Lane.

Ronald Werenrath (1169).

Piano Solo—*I've Got a Feelin' I'm Fallin'*, Love Me or Leave Me.

Thomas Waller (22002).

Dialogue—*The Trick Boys*.

Marshall Cole (22305).

Male Quartet—*Maggie Murphy's Home*.

Shannon Quartet (20128).

Song—*How am I to Know*.

Gene Austin, Tenor (22128).

Chorus—*Honey*.

Do You Call That Religion?

Utica Institute Jubilee Singers (20500).

5-41-6-15 p.m.—Orchestra.

Carnival Overture (Dvorak).

Chicago Symphony Orchestra (6580).

Three Shades of Blue Suite (Ferdie Grofe).

Paul Whiteman & His Concert Orchestra (35052).

An American in Paris (George Gershwin).

Victor Symphony Orchestra (35093-4).

6-15-7 p.m.—Children's Programme from the Studio.

7 p.m.—Stock Quotations.

7-7-45 p.m.—Professor R. K. M. Simpson, M.C., M.A., will give the Second of a Series of Talks on Shakespeare.

7-45-8 p.m.—Concert Items.

Song—*Little Grey Home in the West*.

(Wilmet & Lohr).

Mary Lewis, Soprano (1140).

Violin Solo—*Oriental Romance*.

(Rimsky & Korsakow).

Fritz Kreisler (1209).

Song—*At Dawn* (Eberhart & Cadman).

John McCormack, Tenor (742).

Piano Solo—*Rustle of Spring* (Sinding).

Hans Barth (2021).

8-10-30 p.m.—Chinese Studio Concert.

9 p.m.—Weather Report, Local Time, etc.

10-30 p.m.—Close Down.

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HIYE MARU ..... Thursday, 26th March.  
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KITANO MARU ..... Thursday, 19th February.  
ATSUTA MARU ..... Thursday, 26th March.  
BOMBAY via Singapore, Penang, & Colombo.  
† TOKIWA MARU ..... Friday, 27th February.  
KAGA MARU ..... Wednesday, 11th March.  
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.  
HEIYO MARU ..... Thursday, 5th March.  
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports, KAWACHI MARU ..... Wednesday, 25th February.  
NEW YORK, BOSTON via Panama, TAKETOYO MARU ..... Sunday, 1st March.  
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa, LYONS MARU (calls Saigon) ..... Saturday, 13th March.  
CALCUTTA via Singapore, Penang & Rangoon, CALCUTTA MARU ..... Sunday, 1st March.  
† PENANG MARU ..... Sunday, 1st March.  
SHANGHAI, KOBE & YOKOHAMA, LIMA MARU ..... Thursday, 19th February.  
KAMAGAWA MARU (Kobe direct) Saturday, 21st February.  
FUSHIMI MARU ..... Saturday, 21st February.  
TANGO MARU ..... Monday, 2nd March.  
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SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Amazon Maru	Tues.	10th Mar.
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore, Colombo, Durban & Capetown.	Hawaii Maru	Fri.	6th Mar.
KAKACHI & BOMBAY via Singapore & Colombo ...	Honolulu Maru	Fri.	20th Feb.
DURBAN, LOURENCO MARQUES, BEIRA, DABPS-SALAA, ZANZIBAR & MOMBASA via Singapore & Colombo ...	Panama Maru	Tues.	3rd Mar.
MELBOURNE via Manila, Brisbane & Sydney.	Sydney Maru	Fri.	6th Mar.
CALCUTTA via Singapore & Rangoon.	Colcotes Maru	Thurs.	19th Feb.
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Japan Ports.	Arabia Maru (from Shanghai)	Sat.	21st Feb.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Hokuriku Maru	Thurs.	19th Mar.
JAPAN PORTS (Freight Service).			
HAIKHONG via Holloway & Finsbury (Forthnightly).	Monado Maru	Thurs.	19th Feb.
KIELUNG via Swatow & Amoy (Every Sunday).	Hozan Maru	Sun.	22nd Feb.
TAIKO via Swatow & Amoy (Forthnightly).	Canton Maru	Sun.	1st Mar.
OSAKA via Swatow & Amoy (Forthnightly).	Deli Maru	Thurs.	26th Feb.

For further particulars please apply to:—

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## GLENAPP IN COLLISION.

### Extraordinary Incident at Shanghai.

An unusual shipping accident occurred at Shanghai when the Glenapp and the New York collided in the Astra Channel. Damage to the extent of Tls. 100,000 was done, the latter ship suffering most.

Inward bound with a general cargo, the Glenapp, of the Glen Line, was coming up the Astra Channel at 1.30 p.m., following the Rowena, which is under charter to the Kailan Mining Administration. The Glenapp apparently was overtaking the Rowena and had almost succeeded in doing so when the New York, outward bound with a cargo of timber, approached.

The Glenapp immediately altered course to starboard which made it necessary for the Rowena, between the Glenapp and the west bank of the river, to turn towards the bank. The Rowena could not avoid the Astra Channel No. 4 buoy, and hit it, damaging badly.

For some reason or other the New York came towards the Glenapp, instead of away from it, and within a few seconds the ships had come into collision, but not before the Glenapp had turned slightly.

New York Barraged Badly.

The New York suffered badly through the impact. There was a big gap in the side, part of the deck was stove in, and the foredeck immediately commenced to flood, so that the ship was very soon down by the bow. The cargo of wood was exposed to view by the crack in the side.

The Glenapp suffered very much less, as the ship had gone bow on into the New York. The top rows of plates on the starboard bow were buckled, there being a large gap between the first and second rows, while the stem suffered slightly.

The accident rendered it impossible to work either bow anchor, so the ship on coming into harbour proceeded right up to the Dollar Wharf before swinging, followed by tugs who had seen what can be done.

"It may be possible to repair the ship as she stands, or perhaps the owners will decide to cut her in two and rebuild."

## WARSIPS IN PORT.

The following British warships were in harbour to-day:—

Bridgewater—South wall.

Bruce—No. 8 buoy.

Cumberland—West wall dock.

Herald—South wall.

Hermes—No. 1 buoy.

Iroquois—North wall.

Kent—North arm.

Marathon—No. 18 buoy.

Medway—No. 2 buoy.

Osiris—No. 2 buoy.

Osiris—In dock.

Oswald—In dock.

Otus—No. 2 buoy.

Petersfield—North wall.

Sandwich—South wall.

Soppy—No. 11 buoy.

Scorpio—No. 12 buoy.

Sorajah—No. 7 buoy.

Sterling—In dock.

Stormcloud—No. 11 buoy.

Suffolk—No. 6 buoy.

Tamar—Basin.

Foreign Man-of-War.

Argus—French gunboat.

STEAMERS' MOVEMENTS.

The C.P.S. R.M.S. Empress of Russia arrived at Yokohama on February 16 (Mon.) at 9 a.m., left Yokohama on February 16 (Mon.) at 5 p.m., and is due at Hong Kong on February 23 (Mon.).

The C.P.S. R.M.S. Empress of Australia (R/W Cruise) arrived at Keeling on February 19 (Thurs.) at 6 a.m., leaves Keeling on February 19 (Thurs.) at 6 p.m., and is due at Woosung on February 21 (Sat.) at 5 p.m.

The C.P.S. R.M.S. Empress of Russia arrived at Kobe on February 17 (Tues.) at 8 p.m., left Kobe on February 18 (Wed.) at 6 a.m., and is due at Nagasaki on February 19 (Thurs.) at 5 a.m. She leaves Nagasaki on February 21 (Sat.) at 1 p.m.

The C.P.S. R.M.S. Empress of Russia arrived at Nagasaki on February 17 (Tues.) at 8 p.m., left Nagasaki on February 18 (Wed.) at 6 a.m., and is due at Woosung on February 19 (Thurs.) at 5 a.m.

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1931.			
HALWA	10,950	2nd Feb.	Marseilles & London.
ALIPORE	5,273	3rd Mar.	Straits, Colombo & Bombay.
KHIVA	9,135	7th Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KHYBER	9,114	14th Mar.	Mars., L'don, Hull, R'dam & A'werp.
*SOMALI	21st Mar.	Mars., London, Hull, Hamburg, Rotterdam & A'werp.	
RAWALPINDI	16,019	28th Mar.	Mars., London & London.
KARMLA	9,128	11th Apr.	Mars., L'don, Hull, R'dam & A'werp.
RAJPUTANA	16,568	25th Apr.	Mars., London & London.
*SUDAN	—	2nd May	Mars., London, Hull, Hamburg, Rotterdam & A'werp.
KALYAN	9,144	9th May	Mars., L'don, Hull, R'dam & A'werp.
COMORIN	15,132	23rd May	Bombay, Marseilles & London.
KASHMIR	8,985	6th June	Mars., L'don, Hull, R'dam & A'werp.
RANIPURA	16,001	20th June	Bombay, Marseilles & London.
KASHGAR	9,005	4th July	M'selles, L'don, R'dam & A'werp.
RAWALPINDI	16,019	18th July	Bombay, Marseilles & London.
KHYBER	9,114	1st Aug.	M'selles, L'don, R'dam & A'werp.
RAJPUTANA	16,568	15th Aug.	Bombay, Marseilles & London.
KARMLA	9,128	29th Aug.	Mars., London & London.
CATHAY	15,421	12th Sept.	Bombay, Marseilles & London.
KALYAN	9,144	20th Sept.	Mars., London & London.
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Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Medival Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

		1931.	
TAKADA	6,949	27th Feb.	Singapore, Penang & Calcutta.
TILAWA	10,000	21st Mar.	Singapore, Penang & Calcutta.
SANTHIA	7,754	2nd Apr.	Singapore, Penang & Calcutta.
TALMA	10,000	12th Apr.	Singapore, Penang & Calcutta.
TAKADA	6,949	2nd May	Singapore, Penang & Calcutta.

B.I. ApCar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

## EASTERN & AUSTRALIAN SAILINGS (South).

		1931.	
TANDA	6,956	28th Feb.	Manila, Rabaul, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	1st Apr.	
NELLORE	6,853	1st May	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—10 days.  
Frequent connections from Australia with the following:

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The P. & O. Royal Mail Steamers to London and

The F. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

		1931.	
*SOMALI	—	22nd Feb.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,000	27th Feb.	Daylight
RAWALPINDI	16,619	28th Feb.	Amoy, Shai, Moji, Kobe & Osaka.
*MIRZAPORE	6,715	5th Mar.	Shanghai, Kobe & Yokohama.
ST. ALBANS	4,600	5th Mar.	Moji, Kobe.
SANTHIA	7,754	11th Mar.	Shai, Moji, Kobe, Osaka & Y'hama.
KARMLA	9,128	14th Mar.	Amoy, Moji, Kobe & Yokohama.
*SUDAN	—	19th Mar.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	24th Mar.	Amoy, Moji, Kobe & Osaka.
RAJPUTANA	16,568	27th Mar.	Shanghai, Kobe & Yokohama.
NELLORE	6,853	6th Apr.	Shai, Moji, Kobe, Osaka & Y'hama.
TAKADA	6,949	10th Apr.	Amoy, Moji, Kobe, Osaka & Y'hama.
KALYAN	9,144	12th Apr.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,000	24th Apr.	Amoy, Moji, Kobe & Osaka.
COMORIN	15,132	24th Apr.	Shanghai, Kobe & Yokohama.
KASHMIR	8,985	8th May	Shanghai, Moji, Kobe & Yokohama.
TANDA	6,956	8th May	Shanghai, Moji, Kobe, Osaka & Y'hama.
TALAMBA	8,018	12th May	Moji, Kobe, Osaka & Y'hama.
RAJPUTANA	16,001	22nd May	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,005	5th June	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,600	5th June	Shanghai, Moji, Kobe & Y'hama.
RAWALPINDI	16,619	19th June	Shanghai, Moji, Kobe & Yokohama.
KHYBER	9,114	3rd July	Shanghai, Moji, Kobe & Yokohama.
NELLORE	6,853	6th July	Shanghai, Moji, Kobe, Osaka & Y'hama.
RAJPUTANA	16,568	17th July	Shanghai, Moji, Kobe & Yokohama.
KARMLA	9,128	31st July	Shanghai, Moji, Kobe & Yokohama.

\*Cargo only.

All dates are approximate and subject to alteration without notice.

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Estimates furnished on application.

Hong Kong, April 1, 1931.

## SEQUEL TO COLLISION OFF SINGAPORE.

### Repairs to Be Made in Sourabaya.

An extraordinary development has followed the collision off Singapore in the early hours of January 15 which resulted in serious damage to the s.s. Silvermaple, says the Straits Times.

It was reported at the time that the Silvermaple, a steel-screw motor-vessel of 5,302 tons gross with a length of about 426 feet, a beam of 58 feet and a depth of 28 feet, built in 1927, ran head-on into the hull of Arratoc Apcar in the quarantine anchorage. Neither vessel was in danger of sinking but the damage was severe.

British £3,500, Dutch £1,800.

Subsequently, a survey was held and tenders for the contract for repairs were put in. The Singapore Harbour Board tendered in respect of the Silvermaple and the owners, the Silver Line, Limited, of London, cabled to the Droogdok Maatschappij Soerabaya, a private Dutch firm, inviting them to send a representative to Singapore to inspect the damage so that the company might tender. The Dutch agent arrived by air on January 20, the following day examined the work to be done and gave his estimate of the cost of the repairs. The two tenders were forwarded to London by Lloyd's agent at Singapore.

A third tender was received from Tanjong Frisk, but this was too late for consideration. The amounts of the rival tenders were not made known to either party until news was received from London instructing acceptance of the Dutch offer.

It now transpires that the Singapore Harbour Board tender was £3,500 and that of the Droogdok Maatschappij Soerabaya £1,800.

An Extraordinary Difference.

Naturally the Silvermaple has gone to Sourabaya, although it was found necessary to tilt her by weighting the stern to avoid any possibility of danger through leakage through a hole in the bows.

On inquiry at the Harbour Board the figures quoted in this report were not disputed, but it was pointed out that the Japanese labour available to the Dutch firm was much cheaper than the Chinese labour employed in Singapore. Furthermore, the Singapore Harbour Board is closely tied in such matters.

This is not the place for expressions of opinion, but it may be permissible to suggest, particularly in view of the conditions prevailing locally, that a more detailed explanation of the extraordinary difference between the two tenders would be very welcome.

### NEW SOMALI.

### HAIN LINE ADOPTING FORMER P. & O. NAMES.

Indication of the close connection between the Hain Line and the P. & O., whose cargo services it is now covering, is shown by the nomenclature of the new ships of the fleet.

The old Cornish names beginning with Tre seem to have been abandoned entirely, and traditional P. and O. names are now being given to the fast cargo ships of the combination. The latest is the Somali, which has just been launched by Harland and Wolff's Govan yard as an improvement on the type, a fast cargo ship with Buer Wach machinery, and gross tonnage of about 6,800 tons.

The previous Somali was, of course, a very well-known passenger ship on the P. & O. service, one of the S type, built in 1901, a 14-knot ship of rather less than 7,000 tons, designed to carry both passengers and cargo on the various services. For her size and speed she was a particularly useful and popular vessel, and was one of the ships which the P. & O. line employed regularly on their trooping to India before the War, a service on which she was put directly war broke out.

She did very useful work bringing the regular troops home from India and taking troops out to the Dardanelles. While she was out there in 1915, she was converted into a hospital ship, and after doing that work for some time was

employed on the service.

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Fawn Single Texture Paramatta  
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weight but absolutely reliable.  
Well cut. With and without  
Belts.

\$27.50 to \$35.00

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also as a Light Overcoat.  
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Hong Kong, Thursday, Feb. 19, 1931.

### UNPREPARED?

When Rudyard Kipling, writing of this Colony many years ago, abjured our defenders to "guard the open land," he was showing himself to be an acutely perceptive strategist. He was not, as so many of us are, beguiled by a sense of false security that this Island was impregnable. Like the keen observer that he is, he realised at once that Hong Kong could be reduced to shoulder fragments within a few hours.

With the exception, perhaps, of Gibraltar, the Peninsula of Kowloon occupies a unique place in the political geography of the British Empire. Because of the intimacy it enjoys with Hong Kong, it is the more likely to betray it; its flat, plain-like expanse, backed by hills which overshadow the whole Colony, is a potential danger to our security. The very place to be guarded, it is as open to invasion and bombardment as are the plains of Waterloo.

Alarumist doctrines are not part of the editorial policy of this paper, but we deem it our duty to notice the signs of the times, and according to these we are led to predict that at some future time, possibly during our own lifetimes, the fate of our Colony, as well, perhaps, as that of other parts of the Empire, may hang by a very slender thread.

Nature placed Hong Kong in an ideal position from the point of view of navigation and commerce, but she has made her Colonies centres of enterprise, if not the simplest form of wisdom to guard what we pos-

sess and strengthen our weakest points.

It is unlikely that, at a time when the Labour Government at Home is fighting for its life, and so soon after the postponement of the Singapore naval dock scheme, any attention whatever would be paid by the Ministry of War to such a matter as the defence of Hong Kong. But it must be admitted that our assertions and forebodings contain an element of truth, and no harm could be done were the question to be reviewed by the local military authorities in conjunction with the local Government.

### News in Brief.

The lowest open air temperature yesterday was 55 degrees. The humidity was 57.

Twenty-three Chinese pleaded guilty to gambling at 225, Reclamation Street, and were fined \$3 each at the Kowloon Magistracy to-day. Two members of the "school" who failed to put in an appearance had their bail of \$3 each estreated. Chan Hung, who admitted running the house, was fined \$75.

A Chinese student aged 11 years, living at 25 Tung Tau Village, Kowloon City, was yesterday taken to the Kowloon Hospital, after he had been bitten in the left leg by a dog, which attacked him whilst he was walking in the village. The student, Leung, is undergoing treatment in the hospital.

Whilst riding a push bicycle at the junction of Prince Edward Road and Nathan Road, a Chinese man, whose name and address are unknown, was knocked down by a bus belonging to the Kowloon Motor Bus Company, Ltd. He was removed to the Kowloon Hospital in an unconscious and serious condition.

The Chief and Petty Officers of H.M.S. Cumberland held a dance in the R.E. Theatre last night, a good number of people being present, including Captain Potter, R.N., P.O. Dempster, discharged the duties of M.C. and an orchestra from the Cumberland supplied the music. Another of these popular dances will be held in the R.E. Theatre in about a fortnight's time.

If weather conditions, which have been unfavourable for some days, improve to-day, Mr. G. W. Brophy, the American pilot of the U.S. Cale Co., may undertake the 600 miles flight to Manila in his Waco Model "F" landplane, in which he flew to Hong Kong from Macao on Sunday after having obtained permission to hop off for Manila from Kai Tak. Low cloud banks and negligible visibility, however, have so far prevented him making the flight.

### ROAD TRANSPORT SERVICES.

#### Superfluous Railway Lines Closing.

London, Jan. 2.

The effect of the development of road transport services on the railways is shown in the announcements by various companies that the first week of the new year will see the closing of forty-five stations and over 100 miles of railway lines in different parts of the country because they have become superfluous. These lines are branch or connecting lines which have long since ceased to be profitable. One of the most interesting is the hundred-year-old nine-miles Canterbury-Whitstable line which used to bring seaborne coal as well as passengers from Whitstable harbour to the Cathedral city. Two buses are co-operating with the Southern Railway and now run vehicles on this route. Motor services will also replace other unremunerative railway lines closing elsewhere.

SIR JOHN SIMON'S SON.

Father's Request To  
Photographers.

London, Dec. 22.

Mr. John Gilbert Simon, son of Sir John Simon, was married at a Kensington register office to Miss Mandie ("Jimmie") Hunt.

The bridegroom, with two friends, arrived quarter of an hour before the bride, who came in a motor car with Sir John and Lady Simon. Before the bride and Lady Simon alighted, Sir John jumped out, approached the waiting photographers and asked them not to take photographs until after the ceremony, saying, "I always keep a bargain myself, and I promise you I will get them to pose for you as much as you like after the ceremony."

Nothing else was present at the ceremony. There was a reception later at the bridegroom's house.

### ALL VILLAGE BLIND.

#### GERMAN DOCTOR DISCOVERS CAUSE.

Mr. H. G. Wells' famous tale of the Valley of the Blind has received remarkable confirmation by the discovery that in the village of Tiltepec, over four thousand feet above sea level, in the Mexican State of Oaxaca, all the inhabitants were blind from birth. The village contained more than forty households.

That the general blindness has now been alleviated is principally due to the researches of a German doctor, Max Weinmann. This village of the blind had been the object of several scientific inquiries since it was first recorded in 1927, and a report upon the curious affliction of its inhabitants was issued by a Mexican doctor.

At first it was believed that the blindness was due to an infectious disease, or to abuse of methyl alcohol. There was, however, no evidence to support these theories. The inhabitants themselves attributed it to the wind-blown pollen of a flower called verguenza, which has the peculiarity of blooming for half a day only.

#### Infected by Midge.

The researches of the German doctor, however, led to the discovery of several other villages in the district in which blindness was also prevalent, and to the supposition that it was connected in some way with an infection carried by a midge. Upon examination of the sufferers they were found in almost every case to have large bumps or wens on their heads, in which the midge laid its eggs.

The correctness of Dr. Weinmann's supposition was borne out when the surgical removal of these bumps bestowed sight on the sufferers, sometimes after many years of blindness and within the space of a few days. The carriers of the infection having been found, the next question was where did the midges pick it up. It is supposed that the hats which hang in great quantities upon the beams of the village houses are the offenders.

### A COSTLY BRIBE

#### "VOLUNTEER" PARADE WITH BLACKENED FACE.

New Delhi, Jan. 9.

The indignity of having his face blackened and a string of shoes tied round his neck, was the punishment allotted a Congress "volunteer" who was seen to take a bribe.

The "volunteer," it appears, was discovered taking a bribe from a man who had purchased a bottle of liquor. The "volunteer," protesting volubly, was dragged to the Congress office where he was summarily "tried" and found guilty.

His face was blackened and a string of shoes was tied round his neck, and he was paraded through the streets of the city.

As the crowd leading the man along reached the Hauz Kazi police station, the police came out and rescued the victim, and, in addition, arrested four "volunteers."

Relatives raised an action.

It is now arranged that Glasgow

and Rangoon shall each receive

one-third instead of one-half of

the estate. This will approximate £70,000 each.

### BLOW FOR CONGRESS

#### DEALERS SECRETLY TRADE IN FOREIGN CLOTH.

#### COMMITTEE RESIGNS.

Karachi, Yesterday. Congress circles are fluttered by the resignation of the local foreign cloth boycott committee, due to the increasing number of dealers engaged secretly in trading in foreign cloth. Notwithstanding their pledge to abstain, dealers outwitted the picketers.

Gandhi Cheerful.

New Delhi, Yesterday.

The conversations between the Viceroy and Gandhi were continued to-day and lasted three hours and forty minutes.

Gandhi seemed cheerful, and will now consult the other leaders, after which he will resume his talk with Lord Irwin.

Banaras Riots.

Banaras, Yesterday. The casualties during last week's rioting are now given as 20 Mohammedans and six Hindus killed. The number of people injured numbers 236.—Reuter.

### WELL DONE!

#### BEST CAMP ATTENDANCE WINS CUP.

London, Dec. 28.

For the first time, a unit in the Scottish Command won the Daily Telegraph Cup, which is awarded to the Territorial Army unit recording the best attendance at the annual camp.

The 6th (Lanarkshire) Battalion of Cameronians (Scottish Rifles) has won the trophy with an attendance of 580 and a percentage figure of nearly 96.

Last year, this battalion, which is composed largely of miners, was sixth in order of merit.

#### DISMISSED SECRETARY.

Found Shot In Malabar Club.

Madras, Jan. 22. The Calicut correspondent of the Associated Press telegraphs that Mr. G. H. Bull, a European, Secretary of the Malabar Club, Calicut, committed suicide last night by shooting himself in the forehead with a revolver on the verandah of the Club.

At the inquest to-day, a verdict of suicide was returned.

The deceased, who was 60 years of age, joined the service of the Club about two years ago.

It is stated that he was given notice of the termination of his service a week ago.

### RANGOON MERCHANT'S WILL.

#### Handsome Bequest To City.

London, Jan. 21.

A settlement has been reached between the estate of the Glaswegian, Mr. John MacGregor, a former Rangoon timber merchant, who bequeathed everything for the relief of the poor in Rangoon and Glasgow upon the death of his wife, which has since occurred.

Relatives raised an action.

It is now arranged that Glasgow and Rangoon shall each receive one-third instead of one-half of the estate. This will approximate £70,000 each.

#### DOPE RING UNMASKED.

#### Japanese And Indian Police Co-operating.

London, Jan. 23.

The Daily Herald's Tokyo correspondent says that the workings of a gigantic drug ring, which is alleged to have smuggled over \$1,000,000 worth of cocaine into Japan in a year, are expected to be uncovered as a result of the recent arrest of Walter Beck, a German importer at Tokyo.

He adds that practically all the drugs smuggled in were subsequently exported, chiefly to China and India.

The Indian police are co-operating with the Japanese authorities in unearthing the plot.

### JANUARY SALES.

#### BARGAINS IN FUR COATS.

London, Jan. 2.

The excitement of buying Christmas presents has already been forgotten in the still greater thrill of securing bargains at one or other of the big January sales which have started all over the country. Central and suburban London seem

## THE WOMEN OF CHINA.

Feminism Taking Shape.

A NEW DISPENSATION.

Reports of brigandage and famine lengthen daily the tale of social chaos in China. Yet the roots of a new dispensation are to be found struggling and even spreading in this unpromising soil. Not the least remarkable of them is the feminist movement. Already Chinese women are found as teachers, magistrates, trade union officials, propagandists, secretaries, diplomats, doctors and actresses. When in their scores of millions they develop full political consciousness they will be a world force, since it seems a certainty that the Chinese woman, venerated as a mother and consulted as a wife, commonsense yet emotional, will be on the side of all movements tending to international peace, writes a correspondent of the Times.

Yet there can be traced in the hostility to the Nanking Government, especially implied by the epithet "Soong dynasty," a deep-rooted prejudice against interference by women in affairs of state. This prejudice has been inculcated in the ethics and reinforced by the history of the Chinese people. The name "Soong dynasty" was given because Chiang Kai-shek appeared to be carrying on the Kuomintang succession by his marriage with the sister of Sun Yat-sen's widow, while H. H. Kung, Minister of Commerce, was husband to another sister, and the position of Minister of Finance was being filled by T. V. Soong, their brother. The Soong sisters are handsome and gifted and are essentially modern in outlook. Mme. Chiang Kai-shek has identified herself closely with her husband's work. She has organised hospitals for the wounded in the civil war, and accompanied the President on public occasions.

Dr. Sun Yat-sen deliberately steered the Kuomintang course to



"Jones, I dreamt that I was talking to you last night."

"Sorry, sir, but I did not hear you." —Dorfbarber, Berlin

follow the current of the world democratic movement with its emancipation from distinctions of race, class, and sex. Since the Revolution the bodies of Chinese women have been liberated by the subduing of their feet, and their minds by increased opportunities of education and intercourse. But before they take a place in the life of the people similar to that held by the women of Britain or America many years must elapse.

### Echoing Confucius.

The partial displacement of the Chinese Classics by Sun Yat-sen's Three Principles of the People in the compulsory curriculum of the schools is operating gradually against ethical and historical prejudice. The process is slow, for there is much to combat. Again and again in the annals of the Chinese dynasties are recorded the evils of the government when, owing to the weakness of an Emperor, women held the reins. Confucius, too, had not a very high opinion of women: "Of all people," he says, "girls and servants are the most difficult to behave to. If you are familiar with them, they lose their humility. If you maintain a reserve towards them, they are discontented." He lays down that "woman yields obedience" to the instructions of men . . . she may take no step on her own motion, and may come to no conclusion on her own deliberation." But he recalls grudgingly now in the days of his heroes, the model rulers of antiquity, when there were 10 able Ministers of the State, "there was a woman among them" while one of the greatest inventions of the Chinese, the spinning of silk, is ascribed to the Empress Hsiang-ti, who lived 2,000 years before Christ.

Such historic incidents and quotations are as current among the Chinese as our own tales of Boadicea, "Good Queen Bess," "Bloody Mary," and "Mary, Queen of Scots." They throw some light on the historic role of women and point the moral that woman's sphere is the home, for it is said in the Great Learning, one of the famous Four Books of the Chinese: "From the loving example of one family, a whole state becomes loving, and from its example the whole country becomes courteous." That means that the government of the state depends on the regulation of the family.

The influence of the mother is one of the great factors in the Chinese social fabric. In Imperial days that was emphasised by the high standing of an Empress-Dowager, the Emperor himself paying her homage by the three prostrations and the nine "kow-tows" of greatest ceremony. To-day a dutiful son will pay his mother a like honour on the occasion of the Lunar New Year or on her birthday. The Chinese do not forget that their two greatest sages were brought up entirely by their mothers, the fathers of both Confucius and Mencius dying when their sons were only about three years old.

### Places of Honour.

Twenty-five centuries ago the mother of Mencius saw the prototypes of her countrymen set to-day. For the Chinese, practical and sceptical, education takes the place of religion as the foundation of morality. Education is the key to office; office is the door to power and wealth. The aim of true education is perfection of balance in the individual and a balanced perfection in the state. In the education of women the same general lines are followed as in the case of boys, the course leading from the primary, through the middle school, and ending with the university. Co-education works satisfactorily in the universities, but there is a tendency towards separation of the sexes in the middle schools. A number of girls go to study in universities abroad. The great obstacles in the way of female education are a lack of teachers and a scarcity of funds. Many public-spirited individuals give their services free to teachers in schools for the poor, and generous gifts to the cause of education are not rare, as when Chung Hsueh-liang, the young ruler of Manchuria, gave nine millions of dollars from the private fortune of his father. But these gifts and services, generous as they are, can benefit only in an infinitesimal degree the millions of China's illiterates who constitute the world's greatest educational problem.

If Pan Hui-pao, who in the first century A.D. wrote a book entitled "Female Precepts," returned to the world, it would be interesting to accompany her on a trip to a modern Chinese city. "The virtue of a female," she tells us, "does not exist altogether in extraordinary abilities or intelligence, but in being modestly grave and invariably chaste; in whatever she does to be unassuming." Then her eye would fall on a silk-gowned, superbly coiffured girl, jazzing, smoking cigarette, or sitting at table with the like of the other sex. She would inquire whether her accomplishments extended much beyond rearing the silk-worm, working cloth, or setting in order the sacrifices; and she would be told that the girl had travelled to the farthest confines of the world, could speak at least two languages of the outside-peoples, and had studied philosophy, the making of laws, and the administration of the affairs of the state.

In spite of her advancement, however, marriage is still the chief duty of every Chinese woman. This is because of the dominant position held by veneration of ancestors. Not to produce heirs is to show no sense of filial duty. If a man's wife does not produce heirs, he may divorce her, or he may take a concubine—not infrequently at the suggestion of the wife—and any children born are considered as belonging to the first or legal wife. If these measures fail he will adopt an heir, probably the younger son of a brother.

Betrothals are in the hands of individuals known as Mei-jen, or middle-men. As a profession it is bold, honourable and responsible. They must satisfy themselves about the mutual appropriateness of the two parties' horoscopes, ages, and social positions. The feeling against the re-marriage of widows is still strong, though Pal-jous, or Honorary Portals, would not now be erected, as they were in the old days, in honour of widows who had refused a second marriage, or for those who had distinguished themselves by their charity. A widower, on the other hand, is not expected to defer his nuptials for any period of mourning, for his first wife.

According to old custom the usual age for forming engagements was 10 or 12, or even earlier, and the contracts were considered absolutely binding. These early betrothals led at times to unhappy marriages which, though the boy might have grown into a dissolute man, could not be cancelled, and suicide on the part of the young bride sometimes resulted, though, in general, a proper cause for suicide would be found in the cruelty of a mother-in-law. Owing, however, to the greater freedom of the sexes in modern China love-marriges are now to be found more frequently. The average marriage age in China is considerably younger than in the West, and a bachelor above 25 is not often found.

Marriage is a mark of manhood

and a bachelo of whatever age is often referred to humorously as still a child.

Divorce is one of the oldest institutions in China. It is said, but sometimes disputed, that Confucius divorced his wife, as did his grandson Tze-ssu. In modern times Chiang Kai-shek divorced his first wife before his marriage with Miss Soong. In the old code of China seven legal reasons for divorce are given:—Barrenness, lasciviousness, jealousy, talkativeness, thievery, disobedience to her husband's parents, and leprosy.

The extent to which the sexes are separated at social functions in modern China varies greatly. Among old-fashioned families a dinner party will consist only of men. In a family somewhat more advanced the hostess may greet the guests on arrival but will retire before the serving of dinner. Among the most modern, the wives and daughters will take their places in exactly the same manner as in the West.

There is one class of women in China who live a life apart. There are the Kutz, or Buddhist nuns, who must take a vow of perpetual virginity. The novice receives a new name on admission to the order, though she is not admitted to full orders till she reaches the age of 16. These women, with their shaved skulls, voluminous robes, and thick-soled shoes, bear a striking resemblance to Buddhist monks, the nunneryes under the patronage of Kuan-Yin Pusa, the Goddess of Mercy, who is generally represented bearing a child in her arms; she is worshipped by those who wish for children. It is a curious fact that up to the twelfth century Kuan-Yin was always portrayed as a man. The nuns are looked on with a certain amount of contempt. Impostures against their morals are common; while it is maintained that even if they are sincere they are I-pel-te-zen—individuals of one generation who, looking only to their own salvation, neglect the calls of family.

### Curious Beliefs.

The Chinese type of female beauty is one which takes a little time to appreciate fully, like a new conception in art. But once understood, its charms, as Marco Polo told his hearers 600 years ago, are never forgotten. Williams in his classic "Middle Kingdom" quotes some of the epithets with which Chinese writers have compared famous beauties. "The temples of her head are like the cicadas, her eyebrows like the winged silk-moth." The poets sing of "cheeks like the almond flower, lips like a peach's bloom, waist like the willow, eyes bright as dancing ripples in the sun, and footsteps like the lotus flower."

One of the commonest beliefs among other nations concerning China is that female infanticide is very prevalent, and there are tales told of black carts which go round from door to door picking up the unwanted infants. That in such a vast country as China a certain number of babes is yearly disposed of would be difficult to disprove, but the suggestion that it exists as a national pastime is only paralleled by the absurd notion current in China that reigners have no surnames. To a man's wife does not produce heirs, he may divorce her, or he may take a concubine—not infrequently at the suggestion of the wife—and any children born are considered as belonging to the first or legal wife. If these measures fail he will adopt an heir, probably the younger son of a brother.

The curious superstition of "woman into fox"—also commonly talked of by foreigners—still exists. Occasionally it is said that a woman has come under the spell of a fox, and he is seen to behave in a thoroughly eccentric manner until it can be exorcised. The fox is also said to be able to assume human form at will. The form chosen is generally that of a young and beautiful girl who bewitches by her loveliness. Chinese fable is full of this theme, and even serious-minded Chinese claim to have seen fox-assemblies and fox-transformations.

Beliefs of this nature are countered by strong propaganda, with the slogan "Tao mi-hain" ("Down with superstition"). The attention of propagandists is directed equally to town and to country, for among the industrial classes of the great cities there is great poverty and ignorance. Probably a majority of the workers in the mills and factories in industrial centres such as Shanghai, Hankow, Canton, and Tientsin are women and children.

The women belong to trade unions and help in the organisation of strikes. They even address public meetings and take their place in street示威.

## NEW ADVERTISEMENTS

### FOR SALE.

Old established and well known Hotel in Kowloon, as a going concern. Proprietors leaving for Home. For full particulars apply to Box 679, c/o "China Mail."

### GREEN ISLAND CEMENT COMPANY, LTD.

### HONG KONG BENEVOLENT SOCIETY.

ANNUAL GENERAL MEETING will be held at the City Hall on FRIDAY, February 20 at 11 a.m.

### MISCELLANEOUS.

SHIRTS, SHIRTS. Messrs. KOMOR & KOMOR announce that Mr. Muniz of TOYO MURAKAMI, Shanghai, takes orders for SHIRTS at Komor's Art Gallery for Five Days Only.

### BLUE STAR LINE.

### NOTICE TO CONSIGNEES.

Steamer: "OREGON STAR" From ANTWERP, HAMBURG, ROTTERDAM, NEWPORT & PORTS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Charge will be forwarded unless notice to the contrary be given before 18th February, 1931.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 6th March, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant at 10 a.m. by our Surveyors, Messrs. Goddard & Douglas. No Fire Insurance has been effected.

Bill of Lading will be countersigned by DODWELL & CO., LTD. Agents. Hong Kong, 18th February, 1931.

H. HOGARTH & SONS, GLASGOW.

### NOTICE TO CONSIGNEES.

Steamer: "BARON SALTOU" From ANTWERP & PORTS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Charge will be forwarded unless notice to the contrary be given before 19th February, 1931.

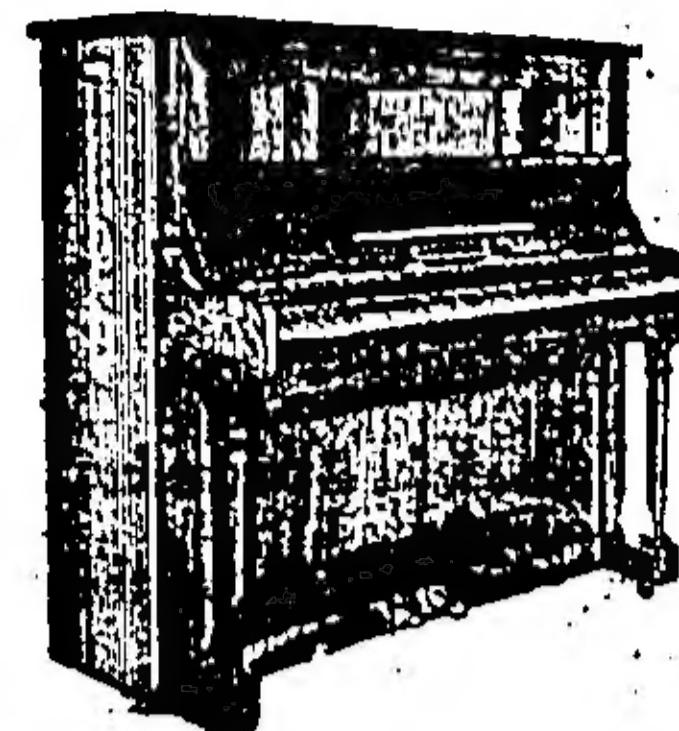
No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 7th March, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant at 10 a.m. by our Surveyors, Messrs. Goddard & Douglas. No Fire Insurance has been effected.

Bill of Lading will be countersigned by DODWELL & CO., LTD. Agents. Hong Kong, 18th February, 1931.

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FOR THE TROPICS. ALL  
FELTS STITCHED OR  
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We are prepared to deliver Wines, Spirits, Mineral Waters, etc., to Private Boxes daily during the forthcoming Annual Meeting.

All unconsumed stock will be collected free of charge and allowed for in full at the end of the meeting.

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(Incorporated under the Companies' Ordinances of Hong Kong).  
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G. FALCONER & CO., (HONG KONG) LTD.  
WATCHMAKERS & JEWELLERS  
DIAMOND MERCHANTS.

Union Building (opposite G.P.O.)

Agents for:—ADMIRALTY CHARTS,  
ROSS'S BINOCULARS and TELESCOPES,  
KELVIN'S NAUTICAL INSTRUMENTS,  
ENGLISH SILVERWARE, direct from Manufacturers,  
High Class English Jewellery.

### KAIPING HOUSEHOLD COAL

In Lots of not less than 1/2-ton:

Delivered to Peak District (above) Bowen Road, \$21.00 per ton.

Delivered to Bowen Road and Lower Levels, \$21.00 per ton.

Delivered to Kowloon, \$18.00 per ton.

Delivered to Folk Lane Road, \$23.00 per ton.

Delivered to Kowloon, \$18.00 per ton.

Orders should be sent in writing at least 24 hours before the Coal is required.

All orders must be accompanied by Cash, Cheque, or Comprador's Order payable to "The Kailan Mining Administration."

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & CO., LTD.

Agents, Hong Kong.

Hong Kong, 18th February, 1931.

## TROPICAL RAINCOATS FOR MEN



This fawn lightweight Raincoat has proved year after year to be the ideal Raincoat for Tropical wear.

Made in Raglan Style with a storm collar and strap on cuffs in good rubber-proofed material.

All sizes in stock.

**\$18.50**

LANE, CRAWFORD, LTD.

Men's Wear Stylists.

GRAY'S YELLOW LANTERN SHOPS  
Alexandra Bldg.

Corner of Des Voeux Road C. and Chater Road.

LINENS, LINGERIE, PYJAMAS, GIFTS,  
NOVELTY JEWELLERY, ETC.

HONG KONG SHANGHAI MANILA.

HONG KONG FOOTBALL ASSOCIATION.  
INTERPORT PROGRAMME.

Saturday, February 21st.

SHANGHAI v. H.K. CHINESE.

Club Ground, Kick off 3.30 p.m.

Booking at Moutries, open Friday, 13th.

Price: —

Covered Stand ..... \$2.20  
Uncovered Stand ..... \$1.10 including tax.

Monday, February 23rd.

SHANGHAI v. UNITED SERVICES.

Club Ground, Kick off 3.30 p.m.

No booking. Price: — \$1.10, 60 cts. & 40 cts.  
including tax.

**WINCHESTER** Flashlights & Batteries  
TRADE MARK  
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THE WORLD  
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Distributors:  
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135, Des Voeux Road, C, Hong Kong Telephone 23792

Donations and Subscriptions must now

be sent to the Hon. Treasurer, Mrs. H. E.

Goldsmith, 525, The Peak.

HONG KONG BENEVOLENT SOCIETY

## Sport Columns

### CRICKET.

#### H.K.C.C. EASILY DEFEAT THE SERVICES.

#### MUSSON'S BRIGHT KNOCK.

On the H.K.C.C. ground yesterday the H.K.C.C. defeated the United Services by ten wickets in a two days match.

Following on 132 runs in arrears the Services fell easy victims to Bowker's bowling until Musson and Bennett became associated in an eighth wicket partnership which yielded 72 runs. Musson played forceful innings which included three fours and two two's off an over from Reid, and a four, a six, and a single off Beck's next over. Bennett was the cause of the follow-on being raved, but with only 21 runs to the good Fry was caught off Bowker, who returned the splendid figures of 6 wickets for 43 runs.

Sayer and Pearce found little difficulty in knocking off the runs and gave the Club a ten wickets victory.

Scores:—

H.K.C.C.—First Innings.	14
E. Pearce, b Williams	14
G. R. Sayer, c and b Williams	0
O. E. C. Marton, st. Davies, b	5
E. R. Duckitt, lbw, b Musson	38
H. Owen Hughes, c Wolfe Barry, b	82
K. H. Batger, c Bumphrey, b	7
Musson	12
A. C. Beck, c Bennett, b Fry	12
R. Reid, c White Harry, b Bennett	37
J. D. A. Hutchinson, b Williams	14
A. C. I. Bowker, b Fry	20
E. B. Reed, not out	0
Extras	25
Total	255
Fall of the wickets:—1 for 18, 2 for 20, 3 for 24, 4 for 39, 5 for 121, 6 for 150, 7 for 176, 8 for 217, 9 for 234, 10 for 250.	

BOWLING ANALYSIS.	O. M. R. E. W.			
Sig. Williams (R.C.S.) 19	2	62	3	
Eng. Lt. - Condu	1	1	1	
R. Bennett (R.N.)	11	1	54	2
L/Cpl. Fry (R.A.S.C.)	11	2	37	2
A. H. Musson (R.A.)	17	4	59	2
Mid. Ponsonby (R.N.)	2	0	12	0
Pte. S. Salmon	3	0	9	1
(R.A.M.C.)				
United Services—First Innings.				
Cpl. Davies, R.A.M.C., c Owen				
Hughes, b Bowker				
Lt.-Comdr. Square, R.N., c Owen				
Hughes, b Reid				
Squadron Leader Bumphrey,				
R.A.F., b Reid				
J. G. Wolfe Barry, R.A., b Reid				
A. H. Musson, R.A., c Sayer, b				
Reid				
Pte. Salmon, R.A.M.C., Pearce,				
b Beck				
J. K. MacFarlan, R.A., Pearce,				
b Beck				
Mid. Ponsonby, R.N., b Beck				
Sig. Williams, R.C.S., b Bowker				
Eng. Lt. Condu. Bennett, R.N.,				
not out				
L/Cpl. Fry, R.A.S.C., b Reid				
Extras				
Total	123			
Fall of the wickets:—1 for 18, 2 for 24, 3 for 53, 4 for 66, 5 for 73, 6 for 107, 7 for 123, 8 for 104, 9 for 116, 10 for 182.				

BOWLING ANALYSIS.	O. M. R. E. W.			
R. Lee	15.4	3	81	3
Sourbutts	10	8	41	3
A. T. Lee	11	3	21	0
Giltins	1	0	9	0
Lim	3	0	43	1
Irate	3	0	13	1
Total	216			
Fall of the wickets:—1 for 1, 2 for 1, 3 for 5, 4 for 35, 5 for 44, 6 for 107, 7 for 103, 8 for 195, 9 for 214, 10 for 216.				

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Sourbutts	10	8	41	3
A. T. Lee	11	3	21	0
Giltins	1	0	9	0
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Fall of the wickets:—1 for 1, 2 for 1, 3 for 5, 4 for 35, 5 for 44, 6 for 107, 7 for 103, 8 for 195, 9 for 214, 10 for 216.				

BOWLING ANALYSIS.	O. M. R. E. W.			
R. Lee	15.4	3	81	3
Sourbutts	10	8	41	3
A. T. Lee	11	3	21	0
Giltins	1	0	9	0
Lim	3	0	43	1
Irate	3	0	13	1
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## THE HONG KONG

PENINSULA HOTEL: HONG KONG HOTEL: REPULSE BAY HOTEL:

PEAK HOTEL

AND

## SHANGHAI

ASTOR HOUSE: PALACE HOTEL.

## HOTELS,

LIMITED

In association with the Grand Hotel des Wagons Lits, Peking.

## THE HARBOUR VIEW PRIVATE HOTEL.

9-12, Chatham Road, Kowloon.  
Finest Situation on the Peninsula. Large airy rooms with full benefit of the cool sea breezes. Unequalled Cuisine. Phone Tel. 56734.

Proprietress—Mrs. Gardiner. "Harview."

SAVARIN HOUSE  
PRIVATE HOTEL.

Telephone 56780. 31-24, Wing Lok Building. 1st floor. Tel. Add. ALL MODERN CONVENiences. UNPARALLELED CUISINE. "Savarin" H.K.

The finest of foods and wines served in the brightest and most attractive surroundings. First-class orchestra. Spacious and luxurious lounges.

Tiffin \$1.10.

Renowned for its High-Class Cuisine and Service combined with a Moderate Tariff. Near shops and theatres. Yet in a pleasing neighbourhood.

Dinner \$1.30.

ENCLOSED IN ORIENTAL FERNERY AND EASTERN CHARM. SELECT PRIVATE HOTEL.

Furnished with an eye to the comfort of its tenants. Luxurious single and double rooms large and airy.

## THE MARBLE HALL.

21, Nathan Rd., Kowloon.

Telephone 57089.

Modern bathe-rooms attached to each room, and private garage benefits motorists.

## POST OFFICE NOTICE.

## INWARD MAILS

THURSDAY, FEBRUARY 19. Shanghai and Europe via Siberia (London, Jan. 29) .... Peleus FRIDAY, FEBRUARY 20. Japan, Shanghai and Europe via Siberia (London, Feb. 3) .... Yasukuni Maru SATURDAY, FEBRUARY 21. Straits, Ceylon, India, Mauritius, E. &amp; S. Africa, Aden, Egypt &amp; Europe via Marseilles (Letters and Papers). London, Jan. 22) .... Fushimi Maru

## OUTWARD MAILS

THURSDAY, FEBRUARY 19. Swatow ..... Hydrangea ..... 3 p.m. Foochow via Swatow ..... Cheung Shing ..... 5 p.m. FRIDAY, FEBRUARY 20. Swatow, Amoy and Foochow ..... Hai Yang ..... 1 p.m. Straits, Ceylon, India, Mauritius, E. &amp; S. Africa, Aden, Egypt &amp; Europe via Marseilles ..... Yasukuni Maru (Due Marseilles, March 19.) G.P.O. Registration, Feb. 20, 4.30 p.m. Letters ..... 4.30 p.m. Letters ..... 6 p.m. SATURDAY, FEBRUARY 21. Japan and Victoria, B.C. .... Protosilus ..... 10.30 a.m. (Due Victoria, B.C., Feb. 17.) Sandakan ..... Hin Sang ..... 10.30 a.m.

\*Subscribed correspondence only.

## GOLF.

## CHINESE NEW YEAR MEETING.

## FANLING RESULTS.

In the Bogey Pool L. R. Andrew (4) 3 up and R. K. Hepburn (8) 3 up tied for the first and second places and W. N. Buyers (13) 1 up won the third prize.

Other scores were:—J. R. Collis (18) 1 up, A. F. Judd (16) 1 up, A. Leach (10), 1 down, L. G. S. Dodwell (6) 2 down, J. E. Dovey (16) 3 down, and I. Newton (6) 3 down.

The third prize was decided by lot.

There were 107 entries.

In the Medal Round J. E. H. Cogan 78—5=73 won.

Other scores were:—L. G. S. Dodwell 85—6=79, and R. Young 85—6=79.

In the Mixed Foursomes H. M. and Mrs. Rolley, 4 down, won in an entry of 18.

## INTERPORT SOCCER.

(Continued from Page 8).

cleared to enable Ip to make another break away.

Munroe lured the winger's progress and cleared to Pote-Hunt, and from his pass Gash sent the ball up and Graham dashed in and registered Shanghai's third goal with a great shot from an acute angle.

Shanghai had now drawn level but Hong Kong once again got away, for B. Gosano's centre to be cleared.

The deciding goal came as the result of a pass by Collaco to Sinclair, who beat Clarke with an excellent shot.

## Great Recovery.

It was indeed a wonderful recovery for the visiting eleven. After Hedley's free kick had been cleared, the Shanghai forwards again ran through but Clarke saved splendidly from Graham. A. V. Gosano then made another futile attempt to get through.

A mis-kick by Lam let in Sinclair to shoot, but Clarke covered up the shot well and from the clearance B. Gosano cut in to shoot over the bar.

Hong Kong at this period were making determined efforts to save the game but the end was rapidly approaching without them looking like equalising except when A. V. Gosano went near, from a pass by Yeoman, his header hitting the bar with Chow out of position.

Shanghai returned and both Elliott and Gash tried shots without success. Costa punted the ball into the Hong Kong goal mouth and the position looked dangerous for time, but Sinclair's shot was charged down and Widmore relieved by shooting over.

## Hong Kong Fortunate.

Graham was seen again in a brilliant run and from his centre Collaco shot, but Li Ting-sang was in the forward's path and Clarke saved.

The hopes of the local supporters were once again raised when B. Gosano broke away and passed to his brother, but A. V. Gosano was too well watched to finish off the movement. At this stage a corner was forced and Ip's flag kick was headed into Chow's hands by Segalen. From the clearance, Li Ting-sang saved an almost certain goal for Shanghai when he got in the way of Collaco's shot. Just on time a nasty accident occurred when A. V. Gosano and Costa collided and, after Clarke had run out to save from Sinclair, both players had to be carried off the field suffering from knee injuries. The final whistle blew as play was resumed and brought a splendid game to a close.

## Result:—

Hong Kong ..... 3  
Shanghai ..... 4

## Team:—

Hong Kong: Clarke, Strange, Li Ting-sang, Molley, Lam Yuk-ying, Yeoman, B. Gosano, Segalen, A. V. Gosano, Fury, King-cheung and Ip Pat-wa. Shanghai: Chow, Munro, Martin;

## BRINGING UP FATHER



## EXCHANGES.

## TO-DAY'S QUOTATIONS.

Pote-Hunt, Gash, Costa; Elliott, Collaco, Sheehan, Widmore and Graham.

Referee: Lt. Col. Sig. F. Archer, R.N.

The pipe band of the Argylls and Sutherland Highlanders played before the match and during the interval.

## Our Sports Diary.

## LOCAL

GOLF—To-morrow—Ladies' Championship (Third Round), Fanling.

March 24—Ladies' Section—Prize Giving, Fanling.

FOOTBALL—Saturday—Chin-ee vs. Shanghai, 2.30 p.m.; Internat Dinner, Peninsula Hotel; Second Division—Club de Recreio v. Club Navy v. Chinese Athletic; Royal Artillery v. St. Joseph's; University v. Borderers; Eastern v. Argylls; South A.A. v. Kowloon, E.C.

Monday—United Services v. Shanghai.

CRICKET—Saturday—Division I—Kowloon C.C. v. Craygongwer C.C. (L); Hong Kong C.C. v. Navy (L); Civil Service C.C. v. University (F); Division II—Craygongwer C.C. v. Kowloon C.C. (L); Civil Service C.C. v. Police R.C. (L); University v. Royal Engineers (L); Royal Signals v. Hong Kong C.C. (F).

FENCING—Monday—Fencing Club Meeting, Yacht Club, 3 p.m.

RACING—Sunday—Argylls and Sutherland Highlanders' Gymkhana, Kwanti.

February 28, 1.30 p.m.; March 2, 3, 4, and 7, 11.30 a.m.—Annual Race Meeting, Happy Valley.

March 22—Fanling Hunt Club's Steeplechase Meeting.

CHESS—Friday—Kowloon Chess Club Championship.

Tuesday—Kowloon Chess Club Champion.

LAWN TENNIS—To-morrow—Exhibition Matches, H.K.C.C., 3 p.m.

HOCKEY—Saturday—Caer Clark Cup—Kowloon Ladies v. St. Andrew's; Club de Recreio v. Diocesan Girls' School.

HUNTING—Saturday—Fanling Hunt Hounds Meet (Kennels), 3.15 p.m.

Wednesday—Fanling Hunt Hounds, Macau, Hill's Corner, 3.15 p.m.

ATHLETICS—Monday—Entries Close for University Sports Open Events.

March 15 and 16—Hong Kong v. Canton Universities.

HOME.

FOOTBALL—Saturday—Ireland v. Scotland.

February 28—English Cup—Sixth Round; Scottish Cup—Fourth Round.

RUGBY FOOTBALL—February 28—Ireland v. Scotland, Dublin; Wales v. France, Swansea.

HOCKEY—Saturday—Ireland v. Scotland.

February 28—Queen's Theatre, "Way Out West."

To-day—Central Theatre "Big Pond."

To-day—Majestic Theatre: "Paris."

To-day—Star Theatre, "Jim the Conqueror."

To-day—World Theatre, "The Fortune-teller's Daughter," (Chinese picture).

To-day—Concert Helena May Institute.

HOCKEY.

On the Marina Ground yesterday afternoon the Radio Sports Club drew with the 8/9th Jats at three goals all in a fast and exhilarating hockey match.

## EXCHANGES.

## TO-DAY'S QUOTATIONS.

## On London

Bank, wire ..... 103%

Bank, on demand ..... 103%

Bank, 4 months' sight 10 1/2/16

Credits, 4 months' sight ..... 11 7/16

Documentary, 4 months' sight ..... 11 9/16

Paras—

On demand ..... 555

Credits, 4 months' sight ..... 535

On New York—

Demand ..... 21%

Credits, 60 days' sight ..... 22%

On Bombay—

Wire ..... 60%

On demand ..... 60%

On Calcutta—

Wire ..... 60%

On Singapore—

On demand ..... 38%

On Manila—

On demand ..... 43%

On Shanghai—

Tls. 78 1/4

Dollar ..... 43 1/4 dls.

On Yokohama—

Sovereigns (Bank's buying rate) ..... 11 1/2%

Silver (per oz.) ..... 12 1/4

LONDON EXCHANGES

Rugby, Yesterday.

Paris ..... 123.93 1/2

New York ..... 4.85 23/32

Brussels ..... 34.86 1/2

Geneva ..... 25.17 1/2

Amst.-dam ..... 12.14 1/4

Milan ..... 92.82 1/2

Berlin ..... 20.44

Stockholm ..... 18.14 1/4

Copenhagen ..... 18.16 1/2

Oslo ..... 18.16 1/2

Vienna ..... 34.56 1/2

Prague ..... 164 1/2

Helsingfors ..... 193

Madrid ..... 48.35

Lisbon ..... 108.25

Athens ..... 375

Bucharest ..... 817

Rome ..... 4 9/32

Buenos Aires ..... 36 15/16

Montevideo ..... 32%

Bombay ..... 1/5 1/4

Shanghai ..... 1/13 1/4

Hong Kong ..... 10 1/2

Yokohama ..... 2/0 13/32

Silver Spot ..... 12 1/4

Silver Forward ..... 12 1/4

British Wireless Service

Rugby, Yesterday.

Paris ..... 123.93 1/2

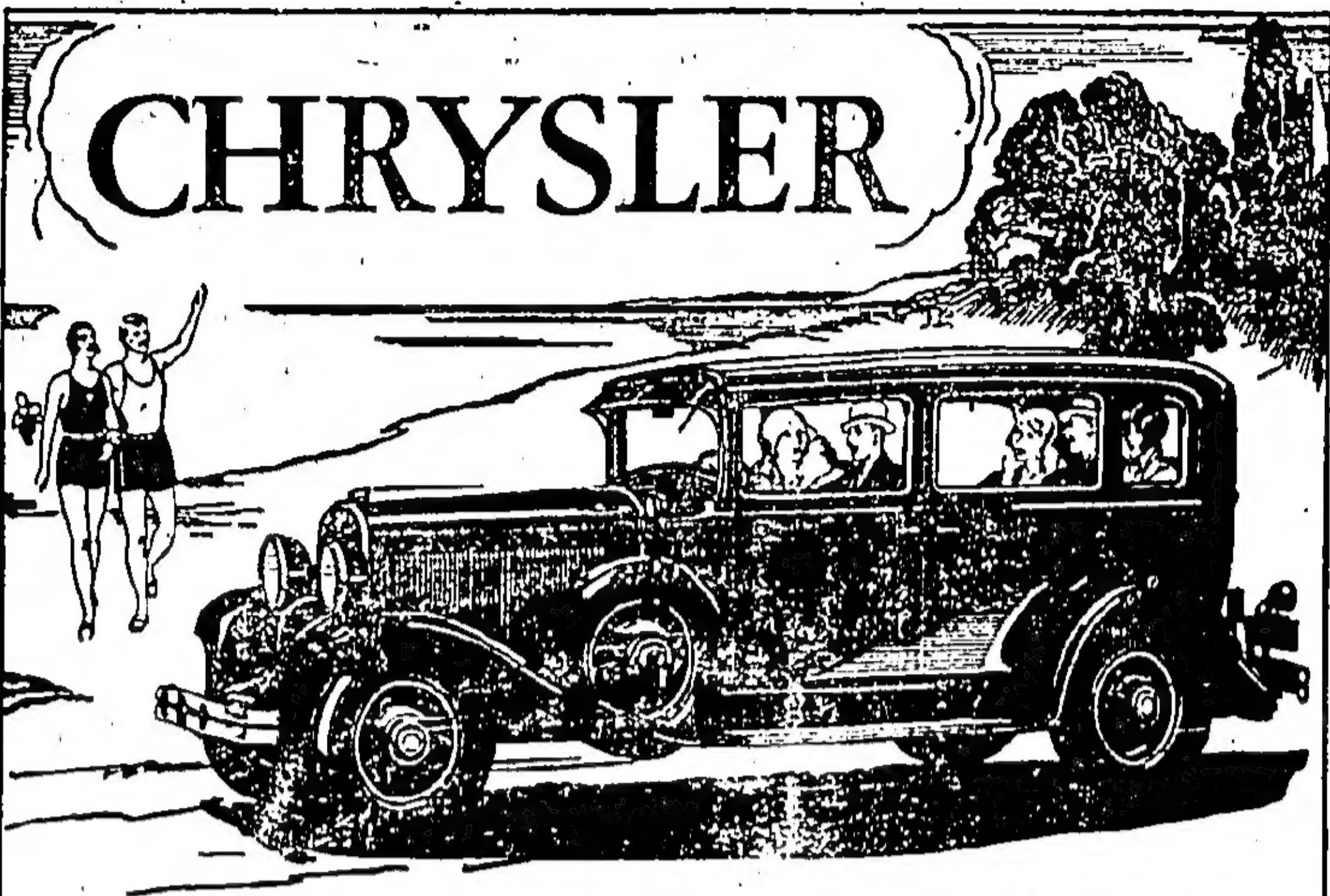
New York ..... 4.85 23/32

Brussels ..... 34.86 1/2

Geneva ..... 25.17 1/2

Amst.-dam ..... 12.14 1/4

# MOTORISTS THIS IS YOUR PAGE



## What Chrysler claims— Chrysler does!

Chrysler is the proved and accepted embodiment of the best there is in speed, pick-up, silent power, hill-climbing, smoothness and safety.

All of Chrysler's popularity, prestige and success is due entirely to what Chrysler cars actually are and what they actually do. With Chrysler,

it's results, not promises; performance, not claims.

Take your ride in a Chrysler and sense that very definite something which makes a Chrysler a Chrysler . . . that something which is so different, so much more thrilling . . . that something which inspires a pride of ownership all its own.

CHRYSLER MOTORS PRODUCT

THE NATIONAL MOTOR CAR CO.  
484-486, QUEEN'S ROAD, WEST.  
TEL. 25674.

### SMALL CAR BATTLE.

#### Another Record in Cheap Models.

British motor manufacturers have certainly more than held their own in 1930, and if my information from the United States is to be relied upon, British car traders have bitten a big piece out of the American export business "cake," writes H. Thornton Rutter (Morning Post Motoring Correspondent).

As a New Yorker said to me this week-end, as I wished him a safe home journey, "Your automotive engineers have certainly put a scare on our folk."

He had good cause for this remark, as the American Austin Co. has now produced a cheaper two-seater model selling at \$39, yet it is faster than the more expensive coupe Austin Bantam. Therefore, as a rival to this enterprise, the Americans are now making a model B Martin Midget with a 5ft. 10in. wheelbase weighing 750lb. for the two-seater which is to sell at \$50.

This new cheap American light car is fitted with a four-cylinder Continental engine similar to that which Sir William Morris used before the Hotchkiss engine in the Morris car. It is stated to develop 29.5 h.p. at 3,400 revs. per minute, yet it travels 35 miles on one gallon of petrol and 25,000 miles per set of tyres. Also a four-cylinder air-cooled model A Martin Midget is to be produced later this year to sell at \$40 for the two-seater.

The annual American "National Motor Show" was opened in New York, and then transferred en bloc to Chicago.

My American friends in the motor business tell me that the new U.S.A. models that are now on view at the National Automobile Show in New York are either bigger cars with eight-cylinder engines or are the "Bantam" and "Midget" models with small four-cylinder motors.

Outside of Ford, Overland Whippet and Plymouth cars, which still remain four-cylinder models, twenty-seven others have six-cylinder engines. Fifty-nine models have eight-cylinder engines, one has a

"double six" motor, and two have "double eights" or sixteen cylinders.

It is, however, the new small "baby" cars which are attracting the most attention, England's specialty now being praised in place of being scorned, as happened a year ago.

Last year the British motor and cycle trade had insured workers in its industry numbering 247,140, as compared with 246,410 in 1929. But whereas in that latter year only 7.2 per cent. were unemployed at November, I regret that the Board of Trade figures and Ministry of Labour reported that 15.9 per cent. were unemployed in November 1930. But owing to better production methods in the motor industry the total of vehicles and cycles made last year fell little short of that in 1929, even with less labour fully employed.

#### Smart Delivery.

To-day there is a demand for British transport in all parts of the world. The first public telephone call over the new direct-circuit line from the Argentine to Britain was an order for over sixty Morris Commercial vehicles.

This order, representing in value over \$16,000, was promptly attended to, as within three days after the telephone message on December 14 was received, all the vehicles were loaded on board the Upway Grange for South America, a special train having been chartered to take the vehicles from Birmingham to the docks.

I mention this overseas order as an example of modern motor production methods for this New Year. Gone are the days when a customer had to wait weeks, and even months, sometimes, before delivery would be given for his car or lorry.

#### TRACK-ROD SPRING REPAIR.

It sometimes happens that when travelling over a very rough road a track rod spring will be broken, and when this happens the steering becomes wobbly, to say the least of it. The spring may be temporarily repaired in the following manner, and will last until replacements can be made.—Remove the spring and replace the two parts so that the flat ends come together, leaving the broken ends pressed against the washers at each end of the spring. This procedure prevents the broken portions from running in on one another, and keeps the steering connection at its normal tension.

### HARD USAGE.

#### Ability of Ford Car and Truck.

The ability of the rear end of the Ford car and truck to stand up under hard usage is constantly maintained by an ingenious testing device designed by Ford engineers and erected in the general assembly building at the Dearborn plant.

From time to time a rear end assembly is taken at random from the production line and placed upon the testing machine so that each of the rubber-tired wheels rests upon a motor shaft that is off centre. The rear end is weighted down to approximate the weight of a loaded car or truck and the machine is put in motion.

From then on the testing machine works automatically. Simulating what would happen under actual driving conditions, it starts out slowly, whips up to a speed of 48 miles an hour, slows down, increases its speed again and then stops, only to begin over. As the wheels are spun around, the off-centre motors cause them to bounce up and down as they would on a rough road thus giving a severe test to the shock absorbers as well as to the rear end assembly. Meanwhile a blower sends a draft of cool air over the tyres and axle housing so that the test run is made under conditions approximating as closely as possible those that would be encountered on the road.

Every rear end that is tested in this way is operated for at least 10,000 miles, and frequently the test runs are for the equivalent of much greater distances.

The parts are then disassembled and checked to determine the amount of wear and distortion. The extremely delicate gauges with which this is accomplished can detect variations as fine as a tenth of a thousandth of an inch. Other instruments determine the hardness of the metal and still others measure angles with infinite precision. If these tests show the slightest deviation from the requirements laid down by the engineering staff, the cause is detected and corrected.

#### FINANCIAL WISDOM.

#### Small Car Saves British Export Motor Trade.

H.R.H. The Prince of Wales. "The great amount of money saved through the purchase of Savings Certificates has a considerable significance from the purely economic aspect because it represents a valuable addition to the nation's capital resources."

Rt. Hon. W. Graham, P.C., M.P. (President of the Board of Trade). "In the heavier and older industries that have been so hard hit there is an abundance of very efficient plant and technical skill on which it would be difficult to improve, and which only awaits a more favourable turn of the economic tide."

Rt. Hon. D. Lloyd George, F.C., M.P.

"We should regard this time of depression as an opportunity for setting things right which had been neglected."

Sir H. Austin (Chairman, Society of Motor Manufacturers and Traders, Ltd.).

"The small car has during the past 12 months saved the British motor export trade."

Sir Francis Goodenough.

"Until commerce is recognised not only as something financially worth while, but as a career of which a boy can be proud, the best type of man would not come into commerce."

Professor Edwin Cannan (Emeritus Professor of Economics).

"Great Britain would be much better able to preach economy of gold to other countries if she set a good example by making, without further ado, a substantial addition to the £250,000,000 of fiduciary currency at present allowed."

Professor Ramsay Muir (Chairman, Liberal Party Organisation).

"The precipitate return to the gold standard has been a principal cause of our difficulty in regaining our export trade."

Mr. H. B. Butler (Deputy Director, International Labour Office).

"The problem of the rhythm of production—whether mechanisation cannot increase too fast both in relation to the consuming power of the markets and in employment—seems to be a question which may require to be treated on an international scale."

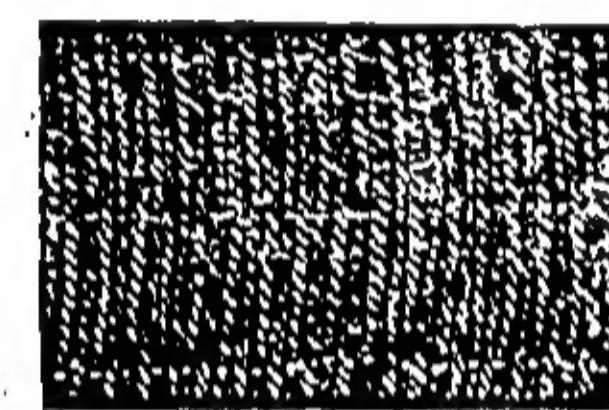
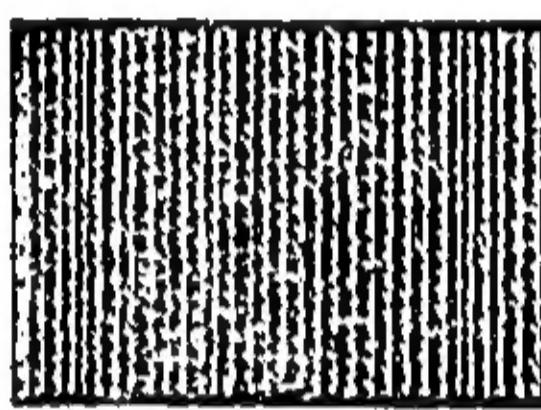
# FISK

## All-Cords

### AIR-FLIGHT

#### PRINCIPLE TYRES

THE MOST HIGHLY PERFECTED TYRE THAT THE WORLD HAS EVER KNOWN.



OBtainable at all garages upon request.

#### Sole Distributors:

GILMAN & CO., LTD.

4A, Des Voeux Road C.  
Telephone 28011.

Time To Re-tire  
**GET A FISK!**  
TRADE MARK REG.U.S.PAT.OFF.

TRAFFIC CONTROL.  
The Latest American Ideas.

Some methods of road construction and traffic control that might well be imitated (as opportunity offers) have recently been evolved in America.

Viscount Cowdray described them in an interview with a London journalist on his return from the United States recently. Referring to the manner in which problems of road construction and safer driving are being tackled, he said:

"There are a few useful lessons to be learned. The Americans, at any rate in the South and West, are building roads at prodigious speed, and I did not see one modern road where they have not provided shoulders. The 'shoulder' is a margin about 8ft. wide, covered with half an inch of gravel and soil."

"Whether the road is 20ft. wide or 40ft., that margin is made. On cars pull up when their drivers wish to stop for repairs, or to lunch, or admire the view. The result is that the 20ft. road remains a 20ft. road and is not reduced, as a car at a standstill, to 10ft. That margin adds greatly to the efficiency of the road and practically nothing to the upkeep."

"Some of the new main roads near Los Angeles are divided for their whole length by three white lines into four tracks, the inner two tracks being used only when pulling out to pass a slower vehicle. The plan works admirably at night when head-lights of strictly limited strength light up the lines and the overtaking driver knows that so long as he does not cross the centre line he is perfectly safe from all traffic coming towards him."

Car Parks for All.

"Many cities adopt the 'stop' principle. One road is made dominant and roads coming into it or crossing it become subsidiary roads. At each of those points on the subsidiary road is a 'stop sign,' and no matter whether the driver can see that the dominant road is

clear or not, he pulls up for a quarter of a second before turning into it. The plan works extraordinarily well."

"These regulations require to be understood, which is not always easy as they vary from place to place, but my impression was that the discipline of the American drivers on the whole was high."

"Speeds in general are not, I think, faster than here; 45 miles is a good cruising speed, but as the roads are generally straighter than here and have no hedges, the average speed maintained is higher. On the other hand, there are in parts of the country numerous mountain roads

which twist and curl to an alarming extent. The principle of the white line is adopted here very profusely, and the discipline of the drivers in keeping to their proper side enables these bends to be taken at a great rate."

"Parking facilities in the newer cities are one of the outstanding features. Towns are built in square blocks, and about one-fourth of each block near the centre of the cities appears to be a car park."

"Looking down from the upper windows of the skyscrapers, you see the car park as a mass of saloon-car roofs—for every man has his car and almost every car is a saloon."

### Announcing the Arrival of

1931

B. S. A.

MOTOR CYCLES

Greater motor cycle value than you've ever had before! That sums up B.S.A.'s for 1931. In addition to the many features which have hitherto helped to make B.S.A. Motor Cycles such outstanding value—forged steel backbone, sump lubrication, hinged rear mudguard, gear driven magneto, etc.—several new features have been introduced which add considerably to the riders' convenience and comfort.

For example, the instrument panel; two-level petrol tap; oil pressure gauge; etc.

FOR POWER, SPEED, SILENCE, SAFETY, ECONOMY and RELIABILITY

Choose a B. S. A.

THE SINCERE CO., LTD.

SOLE AGENTS,

**NEW "SPEED COPS."**  
Experience of Motorist Who Was Chased.

I have been chased by a "speed cop," writes the motoring correspondent of the Evening Standard.

It happened to-day on one of the main roads leading from the north-west into London.

I was driving at my usual "going-to-business" speed and had just accelerated to pass a tram-car, when I received a very knowing wink from a young man standing on the pavement. I took it to be a tribute to my collection of motor-club badges.

But as I went on I noticed that more and more people were taking an interest in me.

I was about to pass a point-duty policeman when I happened to glance in the driving mirror. Just behind me was one of the smartest little motoring outfitts I have seen on the road. It was a blue two-seater car, all chromium plating, spick and span.

In it were two stern-faced young men in blue.

As skilfully as any naval bo'sun the driver brought his little craft alongside my car so that I was hemmed in close to the pavement.

"Excuse Me, Sir..."

At once a crowd collected, eager to see the "speed cops" at work.

One of the "cops" sprang from his car and ran over to me.

I was wondering which of the 123 clauses of the new Road Traffic Act I had broken, or which one of the 30 unwritten—but printed—rules of the Highway Code I had transgressed, when the policeman saluted smartly in best guardroom style.

"Excuse me, sir," he said, "but if you are not careful (I trembled) that attaché case on your luggage carrier will fall off. We have been trying to catch you for a mile to tell you."

I breathed freely again, secure in the knowledge that our "speed cop," although he wears leggings and goggles, is really just the old courteous, helpful, London "bobby."

racing colour, but the disc wheels are brilliantly plated.

One of the most conspicuous objects on the car is a little dial on the nose. It is an engine revolution counter. There is a big one in the cockpit, but at high speed Captain Campbell will not be able to look down at it.

**SHOWING THE FLAG.**

**Cars Sent to the New World.**

**SPEED RECORD.**

At Rootes, Ltd., recently in Devonshire House, Piccadilly, W., there stood two exhibits destined to "show the flag" of British motoring in the New World.

One was Captain Malcolm Campbell's "Blue Bird" in its latest form, which is to defend for Great Britain, on Daytona Beach, Sir Henry Segrave's land speed record of 22 miles an hour.

The other was the fleet of Humber cars which the Prince of Wales and Prince George are taking to South America.

It was driving at my usual "going-to-business" speed and had just accelerated to pass a tram-car, when I received a very knowing wink from a young man standing on the pavement.

I was about to pass a point-duty policeman when I happened to glance in the driving mirror. Just behind me was one of the smartest little motoring outfitts I have seen on the road..

It was a blue two-seater car, all chromium plating, spick and span.

In it were two stern-faced young men in blue.

As skilfully as any naval bo'sun the driver brought his little craft alongside my car so that I was hemmed in close to the pavement.

"Excuse Me, Sir..."

At once a crowd collected, eager to see the "speed cops" at work.

One of the "cops" sprang from his car and ran over to me.

I was wondering which of the 123 clauses of the new Road Traffic Act I had broken, or which one of the 30 unwritten—but printed—rules of the Highway Code I had transgressed, when the policeman saluted smartly in best guardroom style.

"Excuse me, sir," he said, "but if you are not careful (I trembled) that attaché case on your luggage carrier will fall off. We have been trying to catch you for a mile to tell you."

I breathed freely again, secure in the knowledge that our "speed cop," although he wears leggings and goggles, is really just the old courteous, helpful, London "bobby."

racing colour, but the disc wheels are brilliantly plated.

One of the most conspicuous objects on the car is a little dial on the nose. It is an engine revolution counter. There is a big one in the cockpit, but at high speed Captain Campbell will not be able to look down at it.

**NEW HOPE.**

**For British Bus Exports.**

During the past 10 years light motor buses with primitive body-work suitable for passengers or goods have come into general use in almost every country of the world. They operate, especially in the less-developed countries, throughout India, the Near East and Middle East, Africa, South America, Japan and China, Australia, etc. Due to our troubles of industrial re-establishment after the war, American manufacturers entered all these markets and made tremendous sales.

There are indications now of a change in the attitude of the operators of these "jungle-bus" services which may make an important difference to export statistics in the next two years, states The Commercial Motor.

Ten years ago not one in a hundred of these inexperienced, illiterate bus operators understood either interest or depreciation. To them, therefore, the cheapest vehicle obtainable seemed the best proposition. Successive failures, due to ignorance of operating costs, have gradually brought into the field a better type of man, and the statistics of British commercial-motor exports of which considerable detail was given in the Outlook Number of The Commercial Motor—suggested that appreciation of the better-class chassis is spreading throughout these semi-developed countries as though a mist of ignorance were being wafted away.

Now is the time for our manufacturers to drive home the truth, to exploit it with redoubled energy in their sales campaigns overseas. Advertising literature printed in the vernacular should stress the value of such points as sturdy shafts and large-size bearings, emphasizing the long life of the British vehicle.

**ROAD SIGNS?**

**Too Many Bad For All.**

I have no hesitation in saying that the present multiplicity of road signs is bad for the motorist and bad for the pedestrian, and I hope that when road signs are overhauled under the new Road Traffic Act they will not be used too liberally, writes a correspondent in The Light Car and Cyclecar.

Road signs make us incapable of using our common sense—they destroy initiative because they ruin our self-reliance. Most of us go out on the road to see the beauty of our land, and we do not want that beauty obstructed or broken by man-made signs. More important still is the fact that the existence of road signs makes us all assume that if there is no sign at a given point there is no danger.

When approaching a corner, if we cannot see a warning sign we are apt to assume that it is perfectly safe to sweep round. Generally speaking, this is a correct assumption on a main road, but when we get on to the by-ways where fewer signs exist, such an assumption is foolish and dangerous.

I will admit that some signs are useful and necessary. A warning of a school is a necessary reminder to keep a sharper look-out, and the existence of cross-roads sometimes needs indicating.

But, as a careful road user, I do not need informing that a corner lies before me, nor that the hill I am about to descend is a steep one, nor that the large signpost I can see in front stands at cross-roads.

**GUESTS' CARS.**

**Hotel Cannot Be Blamed for Owners' Negligence.**

London, Jan. 23.—A case of great importance to inn-keepers and car-owners was before the King's Bench Division when Mr. Justice Swift reversed a decision of the Northampton County Court and decided that an inn-keeper was not responsible for damage done to a motor-car belonging to a guest, which was placed in the hotel garage.

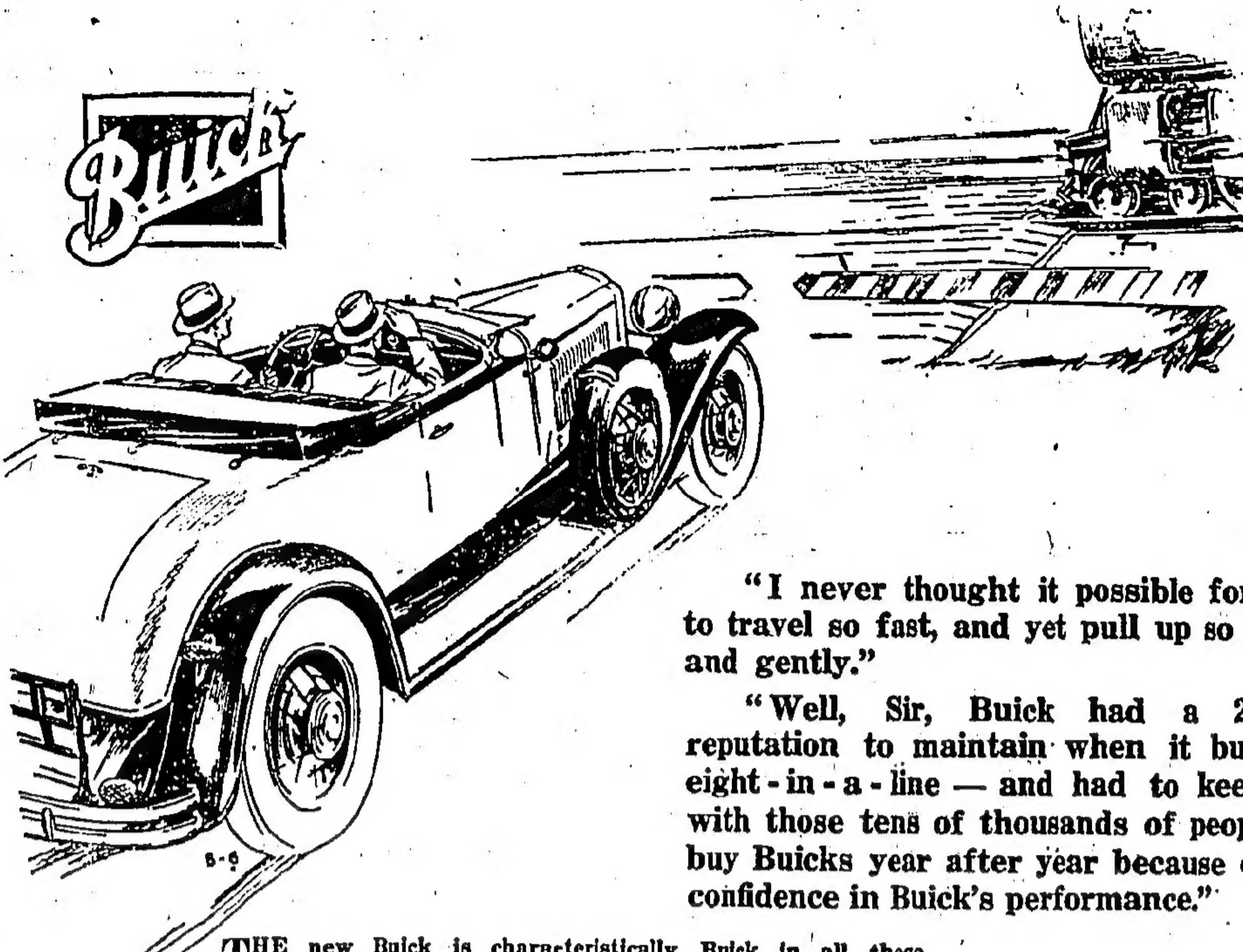
The County Court Judge awarded damages against an hotel proprietor to a Woking accountant named Winkworth, whose car was damaged by frost while in the Garage of the Grand Hotel, Northampton.

Mr. Justice Swift held that the inn-keeper was not an insurer of the person or goods of a guest and was only responsible for negligence as an inn-keeper.

Furthermore, an inn-keeper insured that a guest's car would not be stolen, not that it would not be damaged.

He was only bound to supply such accommodation as he possessed. It was the business of car-owners to let the water out of the radiator if frost was anticipated.

The hotel-keeper, whose appeal was allowed, was awarded costs.



"I never thought it possible for a car to travel so fast, and yet pull up so quickly and gently."

"Well, Sir, Buick had a 25-year reputation to maintain when it built this eight-in-a-line—and had to keep faith with those tens of thousands of people who buy Buicks year after year because of their confidence in Buick's performance."

# The BUICK 8

*The Eights with Buick's Prestige*

**THE DRAGON MOTOR CAR CO., LTD.**

Telephone 30228.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

**THE NEW FORCE.**

Ye gentle motorists who hear Of that new force that will appear, I beg of you to have no fear.

Although the ranks of the police on motor-cycles may increase, These with the just will be at peace.

For after all, these lads in blue, Although they have their job to do, Are motorists the same as you.

As Shakespeare puts it, you will find A fellow-feeling is inclined Ever to make us wondrous kind.

And he who whirls along the road Must surely have a kindler soul Than his hedge-lurking comrade showed.

Who fingers throttles must, indeed, If he be human, feel the need Of just and reasonable speed.

But reckless hogs who dodge and swerve Or try to pass upon a curve, Will surely get what they deserve

Even pedestrians, who lack A sense of humour when the lack Received an unexpected smack

Will rise and brush themselves and say, "Ah! constable, it's you. Good-day, I'm sorry, I was in the way!"

—Touchstone in London Morning Post.

**NEW YEAR RESOLUTION.**

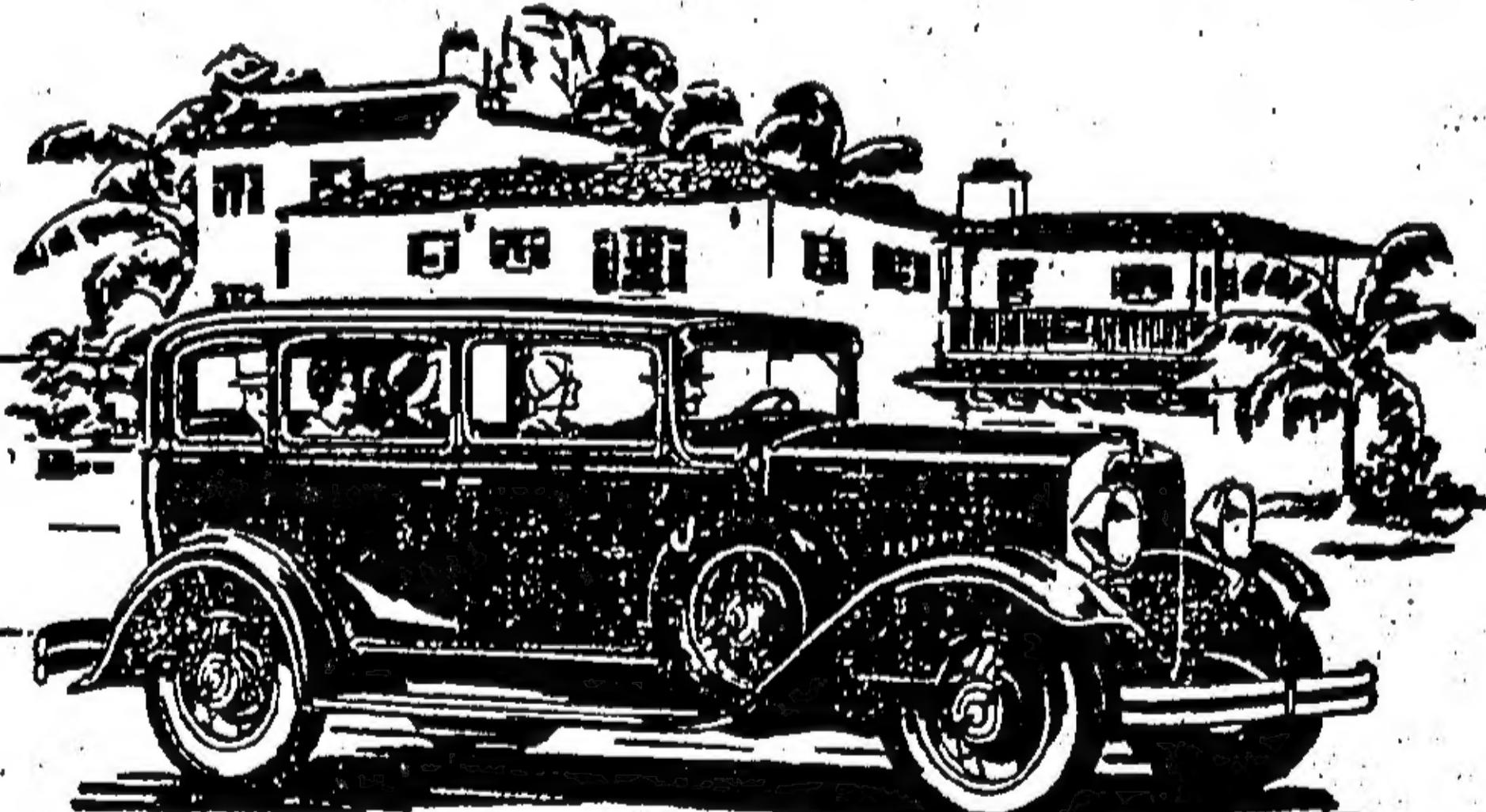
The new motor laws need cause neither nervousness nor apprehension to anyone who has always been in the habit of realizing his responsibilities and who has treated other folk when driving on the road as he would have others treat him, says The Light Car and Cyclecar.

It is generally agreed that the Road Traffic Act contains many wise provisions, and although a thorough mastery of them may prove irksome, it is about the only real personal obligation for which the Minister calls from courteous and considerate drivers.

Resolve, then, to do this conscientiously and do not let the resolution share the fate of so many others made for the New Year. The latter may generally be broken with impunity; to break the former may bring serious consequences in its trail.

# A DEPENDABLE EIGHT

*luxurious and economical*



Bodies are squeakproof, rattleproof, exceptionally roomy and comfortable. The internal hydraulic brakes need no lubrication or equalizing adjustments . . . In economy as well as in power and masterful performance, the Dodge Eight-in-Line is a sound choice for those who ask much of a motor car.

# DODGE BROTHERS

**SOUTH CHINA MOTOR CAR CO.**

33, Des Voeux Road Central.

Tel. 25644.

SPACIOUS, FIREPROOF GARAGE  
STORAGE, CAR WASHING &  
POLISHING  
(Service Day and Night)  
AT VERY LOW RATES  
MECHANICAL REPAIRS BY  
EXPERT ENGINEERS.  
Motor Accessories, Spare Parts,  
Gasoline & Oils.

**THE NATHAN GARAGE**  
Wing Loock Building,  
Nathan Road, Kowloon.  
Telephone 56948.

# The China Mail

Thursday, February 19, 1931.  
First Moon, 3rd Day.

ESTABLISHED  
1845

大英式月十九號  
中華民國辛未年元月初三日

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Universally recommended for  
Influenza  
NASAL CATARRH  
COLD IN THE HEAD  
Instant Relief  
Never be without it

THE PHARMACY  
Asiatic Building, Tel. 20345.

HONG KONG, THURSDAY, FEBRUARY 19, 1931.



## EMPIRE AIR MAIL. PLANS FOR RAPID DAY AND NIGHT SERVICE.

The ideal of a comprehensive network of airlines, radiating from London, and eventually linking England with India, South Africa and Australia with a rapid day and night service of air mails, is to be discussed at one of the most important official conferences in the history of British civil aviation.

The scheme has been evolved by the London Chamber of Commerce, and the Postmaster-General (Mr. Lees Smith) is to receive a deputation from the Chamber to discuss the project and the possibilities of the Post Office taking the first steps towards such a service. The Under-Secretary of State for Air, Mr. F. Montague, and the Deputy Director of Civil Aviation, Mr. F. G. L. Bertram, will be present.

The first steps it is proposed to take have already been made known. They are for a night air mail service between London and most of the main capitals of Europe within a radius of 1,000 miles or so. The service, it is intended, will be operated by fast non-stop machines, carrying mails not only for the chief capitals, but for intermediate towns. The mails for the latter would be dropped from the aeroplanes by parachutes.

**Benefit to Industry.**  
Colonel the Master of Sempill, chairman of the Civil Aviation Section of the Chamber of Commerce, has given an outline of the ambitious proposals which the Chamber will put before the Postmaster-General.

The Master of Sempill is one of the representatives of the delegation, which will be headed by Lord Herbert Scott (president of the Chamber), and will include Sir Geoffrey Clarke (deputy-chairman of the Council of the Chamber), Sir Robert McLean (deputy-chairman of the Civil Aviation Section), and Mr. A. de V. Leigh, secretary "Vital Necessity."

The Master of Sempill described the projected services as "vital necessities to British aviation. It is absolutely essential," he said, "that we should put aircraft services on a 24-hour schedule. Night flying will not only be a great help to business men, but will also assist the whole of the aircraft industry.

"Our plans are much wider and more ambitious than mere providing links with the European capitals, although that would naturally be our first step.

"We want to progress on to night flying along the present Indian air route, which would enable letters from England to be delivered in India within 3½ days or so. This would be half the time that the present daytime service takes.

From that we would progress further until we had linked the whole Empire to Britain with services of 24 hours-a-day flying, first concentrating on Africa and the Antipodes.

**Chambers of Commerce** throughout the Empire have written to us with requests for considering these non-stop mail services, which everyone agrees would be of the utmost importance not only in the business world, but to Empire aviation generally."

The official statement of the London Chamber of Commerce on their European plans is:-

"A number of terminal points on the Continent about 1,000 miles distant from London such as Oslo, Stockholm, Warsaw, Budapest, Rome, and Madrid have been taken as instances where a machine flying by night at an average speed of 100 miles an hour would enable from 1½ to 2 days to be saved in the delivery of mails as compared with the ordinary surface methods. This would also include the dropping of mails without landing at important intermediate stations such as Amsterdam, Hamburg, Copenhagen, Cologne, Berlin, Leipzig, Munich, Prague, Vienna, Paris, and Bordeaux among others. It is considered that such non-stop night services would not only effect a speeding up in the delivery of letters, but would also bring home to business men and others the advantages to be derived from using the air mail. In addition, the institution of fast services like this would obviously benefit the light aeroplane industry in this country."

## TREASURES OF THE PHARAOHS.

Ingots of gold, chains of gold and silver, and many silver pieces have been found in one of a number of houses, dating from the time of the Pharaohs, which the Egyptian Exploration Society discovered during excavations at Tel-El Amarna.

There were 23 ingots, and these, along with the other valuables, were in a large vase.

A small silver statuette and a bronze knife were also found.

## AMUSEMENTS

AT THE  
**QUEEN'S** TO-DAY TO SATURDAY  
At 2.30, 5.10, 7.15 & 9.20.



takes you out where Laughs are Laughs!

## Way Out West

Mary Pickford & Mervyn LeRoy ALL TALKING

Whoopee Bill goes "Western"—you'll go hysterical! It's a rodeo of roars!

FRED NIBLO'S production  
with  
**LEILA HYAMS**  
**POLLY MORAN**  
**CLIFF EDWARDS**

Story and Continuity by Byron Morgan and Alfred Black. Dialogue by Sam Franklin. Directed by Fred Niblo.

NEWSREEL	REVUETTE	MUSICAL
A visit to the Holyland. Kid's dancing display.	"SHIP AHoy" with PHIL SPITALNY	"TITTA RUFFO"

## NEXT CHANGE

SUE CAROL  
JACK MULHALL  
EL BRENDEL  
MARJORIE WHITE  
RICHARD KEENE  
PAUL PAGE

IN  
An Eye Filling, Tense Thrilling Comedy of Legs, Love and Laughter.



## The Golden Calf

PETER B. KYNE'S

**JIM THE CONQUEROR**  
A THRILLING ROMANCE OF THE WEST  
with WILLIAM BOYD

TO-DAY TO SATURDAY  
AT 5.30 & 9.20

## Right From Broadway Comes

### Irene Bordoni in PARIS

with Jack Buchanan  
Jason Robards and Zasu Pitts

A Clarence Badger Production.  
Based on play by Martin Broom.  
Color Scenes by Technicolor Process.



TO-DAY

TO

SATURDAY

AT

THE

M A J E S T I C

Better than a Folies Bergere Review. Fresher than a French Farce. Broadway couldn't get enough of "Paris" at \$2.00 per seat! An international hit with an international star and one grand cast! You must see "Paris".

A FIRST NATIONAL & VITAPHONE PICTURE

## CENTRAL THEATRE

TO-DAY TO FRIDAY  
FIVE PERFORMANCES DAILY  
at 12 noon, 2.30, 5.10, 7.15 & 9.20 p.m.



## MAURICE CHEVALIER The Big Pond

A Paramount Picture

This American Comedy-Romance brings him to you through your own back door.

### NEXT CHANGE

CLARA BOW

In a Naughty Nautical Romance

### "TRUE TO THE NAVY"

It's a Paramount Picture

Booking at Anderson's & the Theatre (Tel. 25720).

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